

# **Master Minimum Equipment List (MMEL)**

Revision: 13 Date: 05/15/2014

# **Bombardier**

Global Express BD-700-1A10

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Global 5000 BD-700-1A11

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G 6000 (Global Vision Flight Deck)

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G 5000 (Global Vision Flight Deck)

For Part 91 and Part 135 Only

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HIGHLIGHTS OF CHANGE					

Effective the above date, the Bombardier BD-700-1A10 / -1A11 (Global Express) Master Minimum Equipment List (MMEL) is revised. Revision 13 is a STANDARD revision.

It is noteworthy that beginning this revision, only a single MMEL document will be issued for the Global Express Platform, which incorporates MMEL relief cases both Part 91 and Part 135, which were previously conveyed through separate MMEL documents. Accordingly, it is now necessary for Operators to insert the MMEL Definitions and MMEL Preamble pages, as applicable to their operation to complete this MMEL, and as directed on the respective pages, herein.

With respect to technical changes, among numerous changes summarized below, following recent certification of new Global Vision Flight Deck (GVFD) avionics functionality, this Revision 13 incorporates or expands new or revised relief cases associated with this new functionality. Also note that with respect to observed relief effectivity references stating "GX only" or "Global 5000", for the purpose of those systems items, marketing models references G6000 (GVFD) and G5000 (GVFD) are to be considered "GX" and "Global 5000" respectively.

A number of clerical-only changes are included in this revision, following a detailed review for continuing conformance with MMEL Policy Letter standard formatting and terminologies, Where these have no impact to the technical proviso relief these are summarized in separate tables in this HOC Section.

### **Section One Technical Changes**

MMEL Seq. No.	Item:	mear onanges	
21-30-02	Outflow Valves – (amended to clar	ify "near water" provisos)	
21-31-01	Safety valves - (amended to clarify "near water" provisos)		
21-71-01	Humidifier System [(Replaced pro	oviso e) with previous NOTE 2)]	
23-11-01 2)	HF Communications (amended i	.a.w. Policy Letter 106, Rev 4)	
23-21-01	Datalink System – (amended to inc	clude CPDLC / ADS-C)	
23-32-01	Pre-recorded Announcement and I	Boarding Music System (added D relief)	
23-40-01	Passenger Address System	[amended relief cases 1] & 2)]	
23-40-02	Alerting System [amended relief	cases 2] &3) & added requirement for (O)]	
23-40-03	Crewmember Interphone System	[amended relief cases & added D relief)]	
23-51-02	Flight Deck Headsets (amended p	per Policy Letter 98)	
23-51-03	Boom Mics (amended per Policy	/ Letter 98)	
23-51-04	Headsets [Deleted. Supersede	ed by 23-51-02.)]	
23-71-01	Cockpit Voice Recorder	(added Part 91 relief proviso)	
24-21-01	Engine Generator Systems – (amended to add "Except for ER Operations" previously omitted; added punctuation)		
24-31-01	Battery Temperature Control	(amended AV Battery Heater provisos)	
24-41-03 2)	Aft External services Panel - APU	Shutoff Switch (deleted D relief case)	
25-22-01	Flight Attendant Seat Assembly	(amended relief & added D relief)	
25-30-01	Overhead Storage Bins	(amended relief per Policy Letter104)	
25-61-04	EVAS – (Added "if r	not required for an Emergency procedure")	
25-61-02	Emergency Locator Transmitter	(amended relief per Policy Letter 120)	
25-70-01	Exterior Lavatory Door Ashtrays	(amended per AD)	
25-75-01	Crew Rest Facilities (added)		
27-51-01	Slat/Flap Control Unit (SFCU)	(clarified Notes)	
28-41-01 3)		npensators [removed (M) requirement]	
31-31-01	Flight Data Recorder	(added Part 91 relief proviso)	

FEDERAL M	MASTER MINIMUM EQUIPMENT LIS /IATION ADMINISTRATION
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	HIGHLIGHTS OF CHANGE
31-33-01	Cockpit Printer (Flight Deck) [added (O)]
31-61-02	Electronic Checklists (added relief for Global Vision)
31-61-04 2)	MKP - Arrow Keys - (amended to require both trackballs operative)
31-61-05	Cursor Control Panel & Trackball - (new relief items)
32-43-05	Wheel Speed Transducer Coils (clarified proviso)
32-50-01	Nosewheel Steering System - (relief suspended – PL under FAA review)
33-22-01	Passenger Information Signs - (amended i.a.w. Policy Letter 123)
33-40-01	Baggage Compartment Lights [changed (M) Procedure to (O)]
33-43-02	Red / White Beacon Lights – (proviso amended – "All may be inop")
33-50-02	Floor Proximity Escape Path Lighting (added: "Where required by 14CFR")
34-23-01	Flight Director Systems - [(deleted references to Altitude Alert and (M) Prod
34-24-01	Integrated Electronic Standby (IESI) - Metric Display selection - [added (O
34-32-02	Enhanced Vision System - (amended to permit Global Vision relief)
34-54-02	ADS-B (Out) - (amended to remove restriction against Classic Global)
35-21-02	Passenger Oxygen - Automatic Presentation System (provisos amended)
36-11-01	Bleed Pressure Transducer (BPT) (clarified provisos)
46-20-01	Integrated Flight Information System (IFIS) - (amended Note)
	Section One Clerical-only Changes
MEL Seq. No	
21-51-04	Pack Flow Control selection
21-52-01	Air Conditioning Packs
21-53-01	Avionics Exhaust Fan
21-61-01	Cabin Temperature Control
21-60-04	Hot Air Shut Off Valves
21-61-02	Temperature Sensors
21-71-01	Humidifier System
22-10-01	Autopilot System
22-30-01	Autothrottle Systems
22-30-02	Autothrottle Engage/Disengage Switches
22-30-03	Autothrottle Quick Disconnect Buttons
23-10-01	Integrated Comm Unit (ICU) Tray Mounted Cooling Fan – (amended to add "except Global Vision")
23-11-01 1)	VHF, UHF Communications (revised FAR reference to 14 CFR)
23-81-03 2)	Radio Interface Units – Channels
24-20-01	Transformer Rectifier Units
24-41-03	Aft External Services Panel
25-11-01	Observer Seats (revised FAR reference to 14 CFR & formatting)
25-61-01	Life Preservers and Survival Equipment (revised FAR reference to 14 CFF
23-01-01	First Aid Kits (revised EAD reference to 44 CED)
25-61-03	First Aid Kits (revised FAR reference to 14 CFR)
	Flashlights (removed specific reference to Flight Attendants)
25-61-03	,

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BD-7		: 05/15/2014						
	HIGHLIGHTS							
26-23-01	•	vised FAR reference to 14 CFR & formatting)						
26-26-01	Lavatory Fire Extinguishing System							
27-20-01	Rudder Pedal Adjustments							
28-21-02	Fwd AC Pumps (Boost Pumps)							
28-22-01	Center Transfer Pumps							
28-22-03	Aft Tank Transfer Pumps (GX o	only)						
29-11-01	HYDRAULIC Switches "AUTO"	Function (ACMP)						
29-30-02	•	e – EICAS Synoptic Page Indication						
29-31-02	Hydraulic Pump Low Pressure S							
29-31-03	EICAS Hydraulic Reservoir Qua	•						
29-31-04	Hydraulic Reservoir Quantity Ga							
31-21-01	Clocks (revised	FAR reference to 14 CFR & formatting)						
31-61-06 2)	Reversion Switch Panel							
32-30-01	Landing Gear Retraction System							
33-11-01		partment and Instrument Lighting Systems						
33-21-02 33-42-01	Entrance Area Lighting	rection deleted duplicated relief case)						
33-43-01	Landing Lights	rection - deleted duplicated relief case)						
33-43-02	Red / White Beacon Lights	(proviso amended – "All may be inop")						
34-10-01	Air Data Computers (ADC)	(proviso ameriaea – / iii may be mop )						
34-21-01	Standby Attitude Indicator	(revised FAR reference to 14 CFR)						
34-22-01	Non-stabilized Magnetic Compa	·						
34-24-01	Integrated Electronic Standby In							
34-32-02 2)	Enhanced Vision System (incl.							
34-42-01 1) d)	GPWS / TAWS - Advisory Call	outs (revised FAR reference to 14 CFR)						
34-43-01	TCAS II	(revised FAR reference to 14 CFR)						
34-51-01	Marker Beacon Systems	(revised FAR reference to 14 CFR)						
34-54-01	ATC Transponders	(revised FAR reference to 14 CFR)						
34-55-01	Global Positioning Systems / Se	ensors						
35-12-04	Crew Oxygen –Cruise Masks (ir	ncl. Mask mics)						
35-21-03	Passenger Service Units							
35-21-04	Therapeutic Oxygen (First Aid)	System						
35-30-01	Portable Oxygen Dispensing Ur	iit						
38-10-01	Potable Water Systems							
38-10-02	Lavatory Waste System							
46-10-01	Electronic Flight bags							
49-61-01 4)	APU Subsystems - 4) Oil Filter							
52-11-01	Passenger Door Power Assist S							
73-21-01	Engine FADEC Faults							
73-31-01	EICAS Fuel Flow Readouts -	[amended proviso b) for clarity]						
, 5 5 1 6 1		[a.nonada provido b) for dianty]						

U. S. DEPARTMENT OF TRANSPORTATION							
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HIGHLIGHTS OF CHANGE							

79-30-01 Engine Oil Quantity Indication System

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HIGHLIGHTS OF CHANGE							

# **Section Two Technical Changes**

Pg#	CAS MESSAGE	<u>Change</u>
2-8	CHECKLIST MISMATCH (Caution)	(new message to permit Global Vision relief)
2-9	CVR FAULT (Advisory)	(amended proviso)
2-9	EVS DEFOG FAULT (Advisory)	(amendment – deleted "except for Global Vision" restriction)
2-9	EVS FAIL (Advisory)	(amendment – deleted "except for Global Vision" restriction)
2-12	FDR FAIL (Advisory)	(amendment – added cases for both Part 91 and Part 135 operations)
2-13	FMS 3 FAIL (Advisory)	(amendment – deleted "except for Global Vision" restriction)
2-14	GND PROX FAIL (Advisory)	(amendment – added "(O)" previously omitted)
2-14	GPWS SYSTEM FAIL (Advisory)	(amendment – added "(O)" previously omitted))
2-14	HUD FAN FAIL (Advisory)	(amendment – delete "(O)" previously applied in error)
2-15	HUMIDIFIER FAIL (Advisory)	[replaced proviso e) with previous NOTE 2]
2-17	IFIS 1 (2)(3) FAIL (Advisory)	(amended Note)
2-28	OUTFLOW VLV 1 FAIL (Advisory)	(amended to clarify "near water" provisos)
2-29	OUTFLOW VLV 2 FAIL (Advisory)	(amended to clarify "near water" provisos)
2-29	OXYGEN LO QTY (Caution)	(relief suspended – under further review)
2-29	PAX OXY AUTO FAIL (Advisory)	(new message to permit Global Vision relief)
2-39	RAD ALT 1 FAIL (Advisory)	(new message to permit Global Vision relief)
2-39	RAD ALT 2 FAIL (Advisory)	(new message to permit Global Vision relief)
2-39	RAD ALT 1-2 FAIL (Caution)	(new message to permit Global Vision relief)
2-49	YD HEAT 1 (2) FAIL (Advisory)	(amendment – added "except for Global Vision" restriction)

# **Section Two Clerical-only Changes**

Pg#	CAS MESSAGE	Pg#	CAS MESSAGE
2-1	ADC 2 DEGRADED (Advisory)	2-21	L AUX FUEL PUMP (Advisory)
2-2	ADC 3 DEGRADED (Advisory)	2-26	L PACK FAULT (Advisory)
2-2	ADC 2 FAIL (Advisory)	2-27	L WSHLD HEAT FAIL (Caution)
2-3	ADC 3 FAIL (Advisory)	2-31	R AUX FUEL PUMP (Advisory)
2-4	APU BLEED SYS FAIL (Caution)	2-37	R PACK FAULT (Advisory)
2-5	APU DOOR FAIL (Caution)	2-44	SVS FAULT (Advisory)
2-6	APU FAULT (Advisory)	2-44	TAT 2 FAIL (Advisory)
2-10	EVS HEAT FAIL (Caution)	2-45	TAT 3 FAIL (Advisory)
2-11	FD 2 FAIL (Caution)	2-46	TAWS SYSTEM FAIL (Advisory)
2-14	HUD FAIL (Caution)	2-46	TAWS GPWS FAIL (Advisory)
2-14	HUD MISALIGN (Advisory)	2-47	TAWS MAP FAIL (Advisory)
2-18	IRS 1 MISCMP (Caution)	2-47	TAWS TERRAIN FAIL (Advisory)
2-19	IRS 2 MISCMP (Caution)	2-47	TAWS WINDSHEAR FAIL (Advisory)
2-20	IRS 3 MISCMP (Caution)		

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DEFINITIONS							

Insert definitions from Policy Letter PL-25.

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	PREAMBLE						

Insert Preamble from Policy letter PL-34 for Part 135 certificated holders or Policy Letter PL-36 for Part 91 operators.

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# **SECTION ONE**

# LRU/COMPONENT ORIENTED MMEL RELIEF

U.S. I	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST						
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AIRC	RAFT:				ON NO:		
BD-700-1A10 / -1A11 1. SYSTEM,		RE			03/16/2 EGORY	012 21-1	
SEQU	JENCE NUMBERS &			UMB	ER INS	TALLED	
ITEM				3. N		REQUIRED FOR DISPATCH	
24	AID CONDITIONING	1			4. REI	MARKS AND EXCEPTIONS	
21	AIR CONDITIONING	ļ		  -	 		
20-01	Flow Control Valve (FCV)	С	2	1	(M)(O)	Except for ER Operations, one may be inoperative provided:  a) Affected valve is secured CLOSED,  b) Affected air conditioning pack is selected OFF and considered inoperative,  c) Opposite air conditioning pack is operative,  d) AUX PRESS system is operative.	
21-01	Recirculation Fans	С	2	1	(M)	One may be inoperative.	
		С	2	0	(M)	Except for ER Operations, both may be inoperative provided both air conditioning packs operate normally.	
23-01	Display Unit Cooling Fans (except Global Vision)	С	12	6	(M)	One per Display Unit may be inoperative provided the avionics fan is operative.	
23-02	AFD Display Fans - Filters (Global Vision only)	С	8	0	(M)	One or all fan filters may be damaged or missing.	
23-03	Supplemental Cooling Fans (AFD Displays) (Global Vision only)	С	2	0	(M)	One or both supplemental cooling fans may be inoperative, provided all AFD display fans are operative for AFD # 1, AFD #2 and AFD #3.	
30-01	Cabin Pressurization Control						
	1) AUTO Pressurization Channels	С	2	1	(M)	Except for ER Operations, one may be inoperative provided:  a) MAN control channels are verified operative,  b) Safety valves are verified operative, and c) Cabin RATE Indicator, Cabin ALT Indicator, and Cabin DIFF Pressure Indicator are verified operative.	
	(cont'd)						

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	ERAL AVIATION ADMIN	ISTR				
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1 (2)	/STEM,	DEI			US/ 15/2 EGORY	2014   21-2
	UENCE NUMBERS &	IXLI				TALLED
ITEM			۷. ۱			REQUIRED FOR DISPATCH
				0.11		MARKS AND EXCEPTIONS
21	AIR CONDITIONING					
21	AIR CONDITIONING	C	2	0	(M)(O)	Except for ER Operations, both may be inoperative provided:  a) MAN control channels are verified operative, b) Safety valves are verified operative, c) Cabin RATE Indicator, Cabin ALT Indicator, and Cabin DIFF Pressure Indicator are verified operative, and
	2) MAN Pressurization Channels	С	2	1	(M)	<ul> <li>d) Flight is conducted at or below FL250.</li> <li>One MANUAL channel may be inoperative provided:</li> <li>a) Both automatic cabin pressurization control channels are operative, and</li> <li>b) Both Outflow valves are verified operative.</li> </ul>
		A	2	0	(O)	Except for ER Operations and Polar Ops, both MANUAL channels may be inoperative for one flight day, provided the flight is conducted in accordance with AFM for unpressurized flight configuration at or below 9,000 ft MSL.
30-02	Outflow Valves	С	2	1	(M)(O)	Except for ER Operations and Polar Ops, one may be inoperative OPEN provided:  a) Affected outflow valve is verified open, b) Flight is conducted in accordance with AFM for an unpressurized flight configuration at or below 9,000 ft MSL, c) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching, and d) Extended over water operations are prohibited.
31-01	Safety Valves	С	2	0	(O)	One or both may be inoperative OPEN provided:  a) Both air conditioning packs operate normally, b) Flight is conducted in accordance with AFM for unpressurized flight configuration at or below 9,000 ft MSL, c) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching, and d) Extended over water operations are prohibited.

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BD-700-1A10 / -1A11				_	05/15/2	
1. SYSTEM, SEQUENCE NUMBERS &		REI			GORY	
			2. N			ALLED
ITEM				3. NU		REQUIRED FOR DISPATCH
					4. KEN	MARKS AND EXCEPTIONS
21	AIR CONDITIONING		1		1	
31-02	Auxiliary Pressurization System	С	1	0		Except for ER Operations, may be inoperative provided both air conditioning packs are operative.
51-01	Pack Inlet Temperature Sensor (PITS)	С	2	0		One or both may be inoperative
51-02	Ram Air Valve	С	1	0	(M)	Except for ER Operations, may be inoperative secured CLOSED
		С	1	0	(O)	<ul> <li>Except for ER Operations, may be inoperative OPEN provided:</li> <li>a) RH air conditioning pack is selected OFF and considered inoperative,</li> <li>b) LH air conditioning pack is operative, and</li> <li>c) Pack NORM and MAN control modes are operative.</li> </ul>
51-03	Pack Inlet Flow Sensor (PIFS)	С	2	1	(M)	Except for ER Operations, one may be inoperative provided MANUAL mode of both air conditioning packs is verified operative.
		С	2	0	(M)(O)	<ul> <li>Except for ER Operations, both may be inoperative provided:</li> <li>a) One pack is selected OFF and considered inoperative,</li> <li>b) MANUAL mode of air conditioning is selected for the remaining pack and verified operative.</li> </ul>
51-04	Pack Flow Control Selection					
	1) HIGH	С	1	0		May be inoperative failed in HIGH position.
	2) LO, NORM	С	2	0		Positions may be inoperative provided both packs are operative in the HIGH position.
51-05	Ozone Converters	С	2	0		One or both may be inoperative provided flights are conducted at FL 250 or below.

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	CRAFT: BD-700-1A10 / -1A11	T	D	ATE:	ON NO: 05/15/20							
SEQ		KEI		IUMBI		ALLED REQUIRED FOR DISPATCH MARKS AND EXCEPTIONS						
21	AIR CONDITIONING		 	 	 							
52-01	Air Conditioning Packs (GX)	C	2	1	(M)(O)	Except for ER Operations, one may be inoperative provided:  a) Remaining pack is operated in AUTO mode, b) Affected air conditioning pack is selected OFF, c) Avionics fan is selected OFF, d) Recirculation system is verified operative, e) AUX PRESS system is verified operative, f) TRIM AIR is selected OFF, g) Operations are conducted at or below FL 410, and h) If dispatching with right pack operative, ensure that RAM Air Valve is not failed in OPEN position.						
	(Global 5000)	C	2	1	(M)(O)	Except for ER Operations, one may be inoperative provided:  a) Remaining pack is operated in AUTO mode,  b) Affected air conditioning pack is selected OFF,  c) Avionics fan is selected OFF,  d) Recirculation system is verified operative,  e) AUX PRESS system is verified operative,  f) TRIM AIR is selected OFF,  g) Operations are conducted at or below FL 410,  h) Av Rack Fan is verified operative, and i) If Dispatching with right pack operative ensure that RAM Air Valve is not failed in OPEN position.						
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FEDERAL AVIATION ADMIN NIRCRAFT:		R	EVISI	ON NO: 13	
BD-700-1A10 / -1A11 I. SYSTEM,	DEI			05/15/2014 EGORY	21-5
SEQUENCE NUMBERS &	11			ER INSTAL	I FD
TEM		2.1			QUIRED FOR DISPATCH
			0.11		RKS AND EXCEPTIONS
21 AIR CONDITIONING					
1) Pack AUTO Mode (GX)	C	2	1	k ind	<ul> <li>Recirculation system is verified operative, AUX PRESS system is verified operative,</li> <li>TRIM AIR is selected OFF,</li> <li>Operations are conducted at or below FL410, and</li> </ul>
(Global 5000)	C	2	1	ind a k c c e f	<ul> <li>TRIM AIR is selected OFF,</li> <li>Operations are conducted at or below FL410,</li> <li>Av Rack fan is verified operative, and</li> </ul>
2-02 Pack Inlet Pressure Sensor (PIPS)	С	2	0	) M	ne or both may be inoperative provided ANUAL mode of both air conditioning packs verified operative.

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	BD-700-1A10 / -1A11		D	ATE:	05/15/20	)14	21-6	
	/STEM,	REF			GORY			
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ITEM	ļ			3. NI		REQUIRED FOR DI		_
		_			4. REM	IARKS AND EXCEP	PHONS	
21	AIR CONDITIONING			l i				
3-01 <u>↑</u>	Avionics Exhaust Fan (GX)	С	1	0		May be inoperative is operated during of	provided air conditioning ground operations.	I I
						the avioni	utilization of equipment in cs bay without air ng and fans during engine shutdown.	I
						operating,	e air conditioning pack is passenger door opening minimized.	I
	(Global 5000)	С	1	0	(M)	ground opera	ng is operated during	
						the avion condition	utilization of equipment in ics bay without air ing and fans during art and shutdown.	I
						operating	e air conditioning pack is g, passenger door opening e minimized.	I
3-02	Av Rack Fan (Global 5000)	С	1	0	(M)	ground opera	ng is operated during	
						equipmer	utilization of avionics nt without air conditioning ng engine start and n.	1
						operating	e air conditioning pack is g, passenger door opening e minimized.	I
3-03 ***	Gasper Assist Fan (All aircraft 9127 & sub) (Pre-9127- if installed)	D	1	0	(M)	May be inoperative activated.	provided unit is de-	

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21	AIR CONDITIONING					
60-04	Hot Air Shut Off Valves (HASOV)	С	2	1	(M)	One may be inoperative <b>CLOSED</b> provided the affected HASOV is secured CLOSED.
		С	2	1		Except for ER Operations, one may be inoperative OPEN provided:  a) Trim Air Valves are operative, and b) Both air conditioning packs are operative.
		С	2	0	(M)	Except for ER Operations, both may be inoperative <b>CLOSED</b> provided:  a) Both HASOVs are secured CLOSED, b) Trim Air system is selected to OFF, c) Both air conditioning packs are operative, and d) AUX PRESS is selected OFF and is considered inoperative.
60-05	Trim Air Valves (TAV)	С	3	0	(M)	<ul> <li>Except for ER Operations, all may be inoperative CLOSED provided:</li> <li>a) Trim Air Switch is selected OFF,</li> <li>b) Both air conditioning packs are operative,</li> <li>c) Both HASOVs are secured CLOSED, and</li> <li>d) AUX PRESS is selected OFF and considered inoperative.</li> </ul>
	Pack Discharge Temperature Indication	С	2	0	(M)	Except for ER Operations, one or both may be inoperative provided:  a) Both associated automatic temperature controls are operative, and b) Pack Control selection switch is set to either LO, NORM, or HIGH.  NOTE:  Associated with loss of PDT indications, pack MANUAL mode will be inoperative.
61-01	Cabin Temperature Control  1) AUTO mode (NORM)	С	1	0	(M)(O)	<ul> <li>Except for Polar Ops, may be inoperative provided:</li> <li>a) One pack is selected OFF and considered inoperative,</li> <li>b) MANUAL temp control is verified operative, and</li> <li>c) Operations are conducted at or below FL350.</li> </ul>

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ITEM						REQUIRED FOR DISPATCH
					4. RE	MARKS AND EXCEPTIONS
21	AIR CONDITIONING					
	2) MANUAL mode (MAN)	С	1	0		May be inoperative provided:  a) AUTO mode is operative, and b) Both packs are operative.
		С	1	0	(O)	May be inoperative provided:  a) AUTO mode is operative, and b) One pack is selected OFF and considered inoperative.
	3) Temperature Selectors – Cockpit, FWD Cabin, AFT Cabin	С	3	0		Except for Polar Ops, any or all may be inoperative.
61-02	Temperature Sensors					
	Ventilated     Temperature     Sensors (VENTS)     Sensors elements	С	6	3		One element from each sensor may be inoperative.
		С	6	4	(M)	Both elements of any one sensor may be inoperative provided all duct temperature indications are operative.
	2) Duct Temperature					
	Sensors (DTS) - Sensors elements	С	6	3	(M)	One element from each sensor may be inoperative.
		С	6	0	(M)	May be inoperative provided:  (a) Both HASOVs are secured CLOSED,  (b) TRIM air system is selected OFF,  (c) Both air conditioning packs are operative, and  (d) AUX PRESS is selected OFF and is considered inoperative.
	3) Mix Manifold     Temperature     Sensor (MMTS) - Sensors elements	С	4	1		

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AIRCRAFT:		10111	R	EVISI	ON NO: 9		PAGE NO:
	00-1A10 / -1A11				06/27/2009		21-9
1. SYSTEM		REF			GORY ER INSTALLED		
SEQUENCE	NUMBERS &		2. N		NEDATOLI		
I I EIVI				3. IN	JMBER REQUIR 4. REMARKS A		
21 AIR C	ONDITIONING				4. KEWAKKS A	ND EXCE	FIIONS
		I i	<b>I</b>	! [	! 		
2-01 RECII Switcl (Light		С	1	0			
Switcl	k "FAIL/OFF" n lights function only)	С	2	0			
Switch	ck "FAIL/OFF" n lights function only)	С	2	0			
2-04 TRIM Switcl (light)		С	1	0			
Switcl	PRESS "ON" n light function only)	С	1	0			
Switcl	AIR "ON" n light function only)	С	1	0			
Switcl	HING "ON" n light function only)	С	1	0			
"CLOS Switcl		С	1	0			
"CLOS Switcl		С	1	0			
	Depress Switch light function only)	С	1	0			
AUTC "MAN	urization D/MAN " Switch light function only	С	1	0			

U.S. DEPARTMENT OF TRA	ANSP	ORT	ATION	I		MASTER	MINIMUM EQUIPMENT LIS	т
FEDERAL AVIATION ADMII	NISTR	ATIC	N			WIXOTER	WINNING EQUIT WEIGHT EIG	•
AIRCRAFT:				ON NO:	13		PAGE NO:	
BD-700-1A10 / -1A11		D	ATE:	05/15/20	14		21-10	
1. SYSTEM,	REF	PAIR	CATE	GORY		•		
SEQUENCE NUMBERS &		2. N	NUMB	ER INST	ALLED	)		
ITEM						RED FOR DI	SPATCH	
						AND EXCEP		
21 AIR CONDITIONING								
71-01 Humidifier System  ***  (relief limited to installation defined by Bombardier Service Bulletins S/B 700-21-001, 700-21-020, 700-21-031, 700-21-039, 700-21-050, 700-21-051, or S/B 700-1A11-21-09, 700-1A11-21-24. )	D	1	0	(O)	a) Si b) N C ai c) Ti re d) H Si e) O	aution messannunciated, RIM AIR swite mains OFF, ASOVs are ir ynoptic Page vernight park onsidered whe re forecast.  : Potential f	ctivated, K FAIL or R PACK FAIL ages are also  ch is selected and indicated closed on , and ing in hangar should be ere freezing temperatures  freezing is not of concern ECS is operating.	

	ERAL AVIATION ADMIN		R	EVISI	ON NO: 13	PAGE NO:
4 0	BD-700-1A10 / -1A11	DEI			05/15/2014	22-1
	'STEM, UENCE NUMBERS &	KE			GORY R INSTALLED	
ITEM			۷. ۱		IMBER REQUIRED FOR DI	SPATCH
					4. REMARKS AND EXCEP	
22	AUTOFLIGHT					
10-01	Autopilot System	С	2	1	Except for ER Oper inoperative provided not dependent on its	d approach procedures are
	(except Global Vision)	С	2	0	use, and	ative provided: not dependent on its do not exceed three
						tic Emergency Descent M) is inoperative.
	(Global Vision only)	С	2	0	b) Intended flights hours, and	rative provided: not dependent on its use, do not exceed three placarded "INOP" on flight
						tic Emergency Descent DM) is inoperative.
10-02	Remote Electronics Unit (REU) Channels (Global Vision only)	С	4	2	inoperative provion accordance with	nnels of one REU may be ded dispatch is in relief for the affected v damper. (ref. Item 22-
11-01	A/P Quick DISC Buttons (Control Wheel)					
	1) Autopilot Disconnect Function	С	2	1	provided:  a) Associated st pusher discor operative; b) Pilot flying ha Disc button. c) Autopilot is no AGL, and	rative failed CLOSED rall protection system nnect function is s the operative A/P Quick of used below 1500 feet nimums do not require the

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1 9	BD-700-1A10 / -1A11 STEM,	DE			05/15/2014 22-2 EGORY
	JENCE NUMBERS &	IXLI			ER INSTALLED
ITEM					JMBER REQUIRED FOR DISPATCH
					4. REMARKS AND EXCEPTIONS
22	AUTOFLIGHT				
	2) Pitch Trim Disconnect Function	С	2	1	(O) One may be inoperative failed CLOSED provided:  a) Associated Stall Protection System pusher disconnect function is operative, and b) Pilot flying has the operative A/P Quick Disc button.
11-02	Touch Control     Steering Buttons     (TCS)     (except Global Vision)	С	2	0	
	2) Touch Control Switches (TCS) (Global Vision only)	С	2	0	
11-03	Take-Off/Go-Around (TOGA) Buttons (on Thrust Levers)	С	2	1	One may be inoperative provided:  a) Approach procedures do not require its use, and b) Pilot flying has the operative switch.
		С	2	0	Both may be inoperative provided:  a) Both thrust levers are operated manually for take-off and go-around, and b) Autopilot and flight director are not used at less than 1500 feet AGL.
13-01	Yaw Damper System				
		С	2	1	(O) Except for ER Operations, one may be inoperative provided airplane is operated at or below FL 390.
30-01	Autothrottle Systems	С	2	1	
		С	2	0	Except for Polar Ops, may be inoperative provided autothrottles are not used.

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ITEM			2. 1			R REQUIRED FOR DISPATCH
						EMARKS AND EXCEPTIONS
22	AUTOFLIGHT					
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30-02	Autothrottle Engage / Disengage Switches (on Thrust Lever Stem)	С	2	1		
		С	2	0	(M)	Both may be inoperative provided autothrottle system is considered inoperative.
30-03	Autothrottle Quick Disconnect Buttons (on Thrust Lever Handles)	С	2	1		
		С	2	0	(M)	Both may be inoperative provided autothrottle system is considered inoperative.

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	BD700-1A10 / -1A11				05/15/2							
	STEM,	REF	PAIR CATEGORY									
				2. NUMBER INSTALLED								
ITEM				3. NU		REQUIRED FOR DISPATCH MARKS AND EXCEPTIONS						
22					4. KEI	WARRS AND EXCEPTIONS						
23	COMMUNICATION			1								
10-01	Integrated Comm Unit (ICU) Tray Mounted Cooling Fan	С	-	1	(M)	May be inoperative provided a minimum of one fan is verified to operate normally.						
	(except Global Vision)					 						
11-01	Communication Systems											
	1) VHF	D	-	-		Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the AC Essential Bus, DC Emergency Bus, Battery Bus, Battery Direct Buss, or the DC Essential Bus and not required for emergency procedures.						
	2) HF	C		1	(O)	Except for ER and Polar Ops, one may be inoperative while conducting operations that require two Long Range Communication Systems provided:  a) SATCOM Voice or Datalink system is operative, b) Alternate procedures are established and used. c) SATCOM Voice coverage is available over the intended route of flight, and d) If SATCOM Voice is to be used over the intended route of flight, SATCOM Voice short codes (INMARSAT) or direct dial commercial numbers (IRIDIUM) must be available. If not available, prior coordination with the appropriate ATS (FIR) facility is required.  NOTE: SATCOM is to be used only as a backup to normal HF communications.						
		D	-	-		Any in excess of those required by14 CFR may be inoperative						
13-01 ***	Satellite Communication System (SATCOM)	D	-	0		As required by 14 CFR.						

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ITEM				3. NU		REQUIRED FOR DISPATCH MARKS AND EXCEPTIONS						
23	COMMUNICATION				4. IXLI	WAKKO AND EXCELLIONS						
23	COMMONICATION		 	] I	 							
21-01	Datalink Systems (incl. Controller Pilot Data Link Comm / ADS-C.)	С	-	0	(O)	May be inoperative provided alternate procedures are established and used.						
		D	-	0		May be inoperative provided regulations or enroute procedures do not require its use.						
22-01	Selective Call System (SELCAL)	С	-	0	(O)	May be inoperative provided alternate procedures are established and used.						
		D	-	0		May be inoperative provided routine procedures do not require its use.						
	1) Channels	С	-	0	(O)	May be inoperative provided alternate procedures are established and used.						
		D	-	0		May be inoperative provided procedures do not require its use.						
32-01	Pre-recorded Announcement and Boarding Music System	С	1	0	(O)	May be inoperative provided alternate procedures are established and used.						
		D	1	0	(O)	May be inoperative provided procedures do not require its use.						
40-01	Passenger Address System											
	Passenger     Configuration	С	1	0	(O)	May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used						
						NOTE: Any station function(s) that operate I normally may be used.						
	a) Lavatory Speaker	С	-	0	(O)	May be inoperative provided alternate procedures are established and used.						

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	BD700-1A10 / -1A11				05/15/2014 23-3	
	STEM,	REF			GORY	
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23	COMMUNICATION				4. KEWAKKO AND EXCEL FICHO	
<u>2</u> 0	COMMICITION (TICIT	l I	]	<u> </u> 	· I	
	2) (deleted)				(deleted)	
						i
						1
	All Cargo     Configuration	D	1	0	May be inoperative provided all crewmembe are on flight deck.	rs
	4) Crew Rest Facility - Bunk	С	-	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Flight deck and Cabin/Crew Rest Facility</li> <li>- Bunk Interphone system (two-way)</li> <li>with associated calls (e.g. Chimes) is verified operative,</li> <li>b) Crew Rest Facility - Bunk drop down oxygen system is operative,</li> <li>c) Alternate procedures are established an used, and</li> <li>d) Pilot-In-Command is advised that all crew have been briefed.</li> </ul> </li> </ul>	
		D	-	0	<ul> <li>(M)(O May be inoperative provided:         <ul> <li>a) Associated Crew Rest Facility – Bunk is not occupied, and</li> <li>b) Associated Crew Rest Facility – Bunk is placarded INOPERATIVE – DO NOT USE.</li> </ul> </li> </ul>	
40-02	Alerting System (chime / light)					
	Flight Deck Call     Light	В	1	0	May be inoperative provided the flight deck chime is operative.	
					NOTE: The flight deck chime must always be operative.	;
	2) Flight Attendant / Cabin Call Light	D	-	0	<ul> <li>(O) May be inoperative provided:         <ul> <li>a) Affected chime is not used for lavatory smoke detector alerting, and</li> <li>b) Alternate procedures are established and used.</li> </ul> </li> </ul>	             
	3) Flight Attendant / Cabin Chime	D	-	0	May be inoperative provided:  a) Affected Chime is not used for lavatory smoke detector alerting, and b) Alternate procedures are established and used.	         

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					4. REI	MARKS AND EXCER	PTIONS	
23	COMMUNICATION							
		' '		! 				
10-03	Crewmember Interphone System - Flight Deck to Cabin, Cabin to Flight Deck Functions	В	-	-	(O)	deck interphon normally on at cabin handsets	cabin and cabin to flight ne functions operate least fifty percent of the	
						are established	d and used.  function(s) that operate	
		D	1	0	(O)	normally ma	ay be used.  provided procedures do	
		D	'	O	(0)	not require its use.	provided procedures do	
	Crew Rest Facility     Bunk	С	-	-	(O)	and used, and	edures are established and is advised that all	'       
		D	-	-	(M)(O)	<ul><li>a) Associated Cre not occupied, a</li><li>b) Associated Cre</li></ul>	inoperative provided: ew Rest Facility – Bunk is and ew Rest Facility – Bunk is PERATIVE – DO NOT	
41-01	Flight Compartment to Ground Service Interphone System (Nose and Avionic bay)	С	1	0	(O)	May be inoperative procedures are e	provided alternate established and used.	
51-01	Flight Compartment Speakers	С	2	0		<ul><li>a) Procedures are use.</li><li>b) Headsets are in</li></ul>	•	

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AIRCRAFT:				ON NO: 13 PAGE NO:
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1. SYSTEM, SEQUENCE NUMBERS &	KEI			GORY
ITEM		2. ľ		ER INSTALLED
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				4. REMARKS AND EXCEPTIONS
23 COMMUNICATION				
51-02 Flight Deck Headsets Earphones / Headphones				
1) (Holder of an AIR CARRIER or COMMERCIAL OPERATOR certificate)				
a) Headset Boom Microphones	Α	-	0	May be inoperative provided:  a) Associated hand microphone is installed and is operative, and b) Repairs are made within three flight days.
	D	-	-	Any in excess of those required by 14 CFR may be inoperative
i) Pilot and Co-pilot Boom Microphone Push-To-Talk (PTT / R/T)	D	6	4	One boom microphone PTT switch may be
Switches (Global Vision only)				inoperative per side provided they are not failed in transmit state.
	С	6	2	<ul> <li>Two boom microphone PTT switches may be inoperative per side provided:</li> <li>a) They are not failed in the transmit state, and</li> <li>b) Both hand held microphones operate normally.</li> </ul>
b) Headset/ Earphones/ Headphones	С	-	1	May be inoperative provided associated flight deck speaker is operative.
·	D	-	-	Any in excess of those required by 14 CFR may be inoperative
c) Active Noise Cancelling / Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.
2) (Operator other than a holder of an AIR CARRIER or COMMERCIAL OPERATOR	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
certificate)				(cont'd)

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SEQUENCE NUMBERS &	INL		_	ER INSTALLED
ITEM				JMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS
23 COMMUNICATION				
a) Headset Boom Microphones	Α	-	0	May be inoperative provided:  a) Associated hand microphone is installed and is operative, and b) Repairs are made in accordance with applicable regulations.
	D	-	-	Any in excess of those required by 14 CFR I may be inoperative
i) Pilot and Co-pilot Boom Microphone Push-To-Talk				
(PTT / R/T) Switches (Global Vision only)	D	6	4	One boom microphone PTT switch may be inoperative per side provided they are not failed in transmit state.
(Global Vision only)	С	6	2	Two boom microphone PTT switches may be inoperative per side provided:  a) They are not failed in the transmit state, I and I b) Both hand held microphones operate
b) Headset/ Earphones/ Headphones	С	-	1	normally.  May be inoperative provided associated flight I deck speaker is operative.  I
c) Active Noise Cancelling / Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.  I
51-03 Hand Held  *** Microphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative
	С	2	0	May be inoperative provided associated I boom microphone is operative.
51-04 (deleted Rev 13)				(deleted Rev 13)
71-01 Cockpit Voice Recorder (CVR) 1)				
a) Part 91 Operations	Α	1	0	May be inoperative provided repairs are I made in accordance with applicable 14 CFR. I
b) Part 135 Operations	A	1	0	May be inoperative provided:  a) Flight data recorder (FDR) is operative, I and  b) Repairs are made within three flight days.

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11 -10				J. 140		MARKS AND EXCEPTIONS
23	COMMUNICATION					
1 20		ı	l I	i I	I I	
	Cockpit Voice Recorder (CVR) (cont'd)					
	2) Recorder Independent Power Supply (RIPS) (if installed)	С	1	0		
		С	1	0	(M)	May be removed for repair provided CVR is installed into tray.
	Datalink message capture     (if installed)	С	1	0		I
81-01	Radio Management Units	В	2	1	(O)	One may be inoperative provided:
	(except Global Vision)					<ul><li>a) Cross-side tuning is verified operative, and</li><li>b) Two FMS are operative.</li></ul>
81-02	Radio Tuning System					
	(Global Vision only)					
	DU - Radio Tuning function only	С	4	3		
		С	4	0	(O)	May be inoperative provided:  a) CTP 1 and CTP 2 radio tuning capability is confirmed operative, and b) Prior to each flight, reversionary tuning is confirmed operative from both CTPs.  NOTE: For inoperative DU functions other than
	2) Control Tuning Panels (CTP) - Radio Tuning functions only (cont'd)					radio tuning, see MMEL item 31-61-01.

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SYSTEM,	DE			GORY	23-0
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□IVI			3. IN	JMBER REQUIRED F	
00.000	4			4. REMARKS AND E	EXCEPTIONS
3 COMMUNICATION				 	
2) Control Tuning Panels (CTP) - Radio Tuning functions only				thar	noperative CTP functions other radio tuning, see MMEL item 61-03.
a) CTP 1	C	1	0	a) CTP 1 i b) Prior to is confir DU tuni c) Planned airports availabl d) Planned selectio vice ver e) CAT II I destinat f) Operati do not r perform - Weat - EVS - MINII - MAG - BRG	d destination and alternate must have an approach e other than VOR, d operations must not require n between MAG and TRUE, or
					ning CTP to OFF does not impact ted CTP EFIS pushbuttons nor -set.
b) CTP 2	С	1	0	a) CTP 2 i b) Prior to is confir DU tuni c) Planned airports availabl d) Planned	d destination and alternate must have an approach e other than VOR, d operations must not require n between MAG and TRUE, or

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1. SYSTEM, SEQUENCE NUMBERS &	KE			EGORY ER INSTALLED
ITEM		۷. ۱۰		JMBER REQUIRED FOR DISPATCH
			0.110	4. REMARKS AND EXCEPTIONS
23 COMMUNICATION				
b) CTP 2 (cont'd)				f) Operations and/or approach minimums do not require the following functions performed by the affected crewmember:  - Weather radar ON/OFF  - EVS ON/OFF  - MINIMUMS (MDA / DH) set  - MAG / TRUE heading selection  - BRG 1 & 2 selection  - CRS SEL adjustment
				NOTE: Turning CTP to OFF does not impact dedicated CTP EFIS pushbuttons nor BARO-set.
81-03 Radio Interface Units Channels (RIU)				NOTE: RIU channels 1B and 2B must be
(Global Vision only)				operative for dispatch.
1) RIU channel 1A	В	1	0	<ul> <li>(O) May be inoperative provided:         <ul> <li>a) Reversionary tuning of VHF #3 is confirmed operative from CTP 1, and</li> <li>b) DCU 1A is operative.</li> </ul> </li> </ul>
				NOTE: One Datalink and one SELCAL system are considered inoperative.
2) RIU channel 2A	В	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Primary tuning of VHF #3 is confirmed operative from CTP 2, and</li> <li>b) DCU 2A is operative.</li> </ul>
				NOTE 1: One SELCAL system is considered inoperative.  NOTE 2: If aircraft configured for VHF # 2 Data option, one Datalink channel is also considered inoperative.

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ITEM				3. NU		REQUIRED FOR DISPATCH
					4. RE	MARKS AND EXCEPTIONS
24	ELECTRICAL		l			
20-01	Transformer Rectifier Units (TRUs)	С	4	3	(M)	Except for ER Operations, one may be inoperative provided:  a) Affected unit is not ESS TRU 1 or ESS TRU 2,  b) All indications for the remaining TRUs operate normally, and c) Affected unit is deactivated.
	1) TRU Fan (amber TRU box icon)	С	4	3	(M)	One fan may be failed provided:  a) All other associated parameters are normal,  b) Reason for the amber indication is verified to be TRU fan failure, and  c) All four TRUs are powering the busses.
	2) TRU Volts (V) Indication	С	4	3		One TRU VOLTS indication may be inoperative provided the affected TRU Load (A) indication is operative.
	3) TRU Load (A) Indication	С	4	3		One TRU Load indication may be inoperative provided the affected TRU volts (V) indications is operative.
20-02	RAT Auto-deployment	В	1	0	(M)	May be inoperative provided the RAT manual deployment is verified operative.
20-03	RAT Gen Heater	Α	1	0		May be inoperative for one flight.
21-01	Engine Generator Systems	С	4	3	(M)	One may be inoperative provided:  a) Associated Generator switch is selected to OFF, and  b) APU Generator is operative.
		В	4	2	(M)	Except for ER operations, one generator per engine may be inoperative provided:  a) Associated Generator switches are selected to OFF, b) APU generator is operated continuously throughout the flight.  NOTE: Limitations surrounding APU operations must be observed.

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1. SY	STEM,	REI	PAIR	CATE	EGORY	<u>'</u>						
	JENCE NUMBERS &		2. N	2. NUMBER INSTALLED								
ITEM				3. NUMBER REQUIRED FOR DISPATCH								
					4. REMA	ARKS AND EXCEPTIONS						
24	ELECTRICAL											
21-02	GEN 1 FAIL/OFF Switch lights (light function only)	С	2	0								
21-03	GEN 2 FAIL/OFF Switch lights (light function only)	С	2	0								
21-04	GEN 3 FAIL/OFF Switch lights (light function only)	С	2	0								
21-05	GEN 4 FAIL/OFF Switch lights (light function only)	С	2	0								
22-01	APU Generator System	С	1	0	(O) N	May be inoperative.						
					1	IOTE: APU can be used as a pneumatic source.						
						Mission planning should ensure availability of external air cart and / or external electrical cart.						
22-02	APU GEN FAIL/OFF Switch lights (light function only)	С	2	0								
22-03	RAT GEN FAIL/OFF Switch lights (light function only)	С	2	0								
30-01	Electrical System Faults – ELEC SYS FAULT EICAS Advisory Cyan Message)	С	-	-	fa	May be dispatched with electrical system aults provided the ELEC SYS FAIL caution nessage is not annunciated.						
31-01	Battery Temperature Control System											
	1) EICAS Indications											
	a) AV BATT °C	В	1	0		May be inoperative provided the AV BATT aution and AV BATT CHGR advisory						
						nessages are verified operative.						

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FEDER/	AL AVIATION ADMINI	STR	ΔΤΙΟ	NI		MASTER MINIMUM EQUIPMENT LIST	
AIRCRA		OTI			ON NC	PAGE NO:	-
	D700-1A10 / -1A11	DE:			05/15/20	014 24-3	_
1. SYST	EM, NCE NUMBERS &	KEI			GORY	TALLED	_
ITEM	VOE TVOIMBETTO C		2.1			REQUIRED FOR DISPATCH	-
					4. REI	MARKS AND EXCEPTIONS	
24 EL	ECTRICAL						
	b) APU BATT °C	В	1	0	(M)	May be inoperative provided the APU BATT caution and APU BATT CHGR advisory messages are verified operative.	
2)	Battery Heaters						
***	a) Avionics Battery Heater						I
i	Aircraft not incorporating enhanced TRU Bay cooling - [(GX aircraft pre- s/n 9165 not incorporating S/B 700-24-056, and not incorporating S/B 700-24-053) and (Global 5000 aircraft pre- s/n 9165 not incorporating SB 700-1A11-24-008 and not incorporating SB 700-1A11-24-002)]	D	1	0		May be inoperative provided the Avionics battery charger is operative.	
į	i) Aircraft incorporating enhanced TRU Bay cooling - [(GX aircraft s/n 9165 & sub; and GX aircraft pre-9165 which incorporate S/B 700-24-053)  and (Global 5000 aircraft s/n 9165 & sub; and Global 5000 aircraft pre- s/n 9165; which incorporate SB 700-1A11-24-008 and SB 700-1A11-24-002)]	В	1	0	(O)	<ul> <li>May be inoperative provided:</li> <li>a) Avionics battery charger is operative, and</li> <li>b) Avionics Battery temperature is monitored and flight levels are adjusted to maintain the AV BATT temperature above 0°C.</li> <li>NOTE: AV Battery temperature falling below approximately 0°C may cause loss of charging and may cause AV BATT FAIL Caution to illuminate.</li> <li>Battery charging will resume when sensed temperature returns above this detected level.</li> </ul>	
*** b	(Applicable to aircraft prior to s/n 9189 not incorporating S/B 700- 24-056, or SB 700- 1A11-24-008)	D	1	0		May be inoperative provided the APU battery charger is operative.	I

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1. SY	STEM,	REI			GORY	
	JENCE NUMBERS &					STALLED
ITEM				3. NI	JMBEF	R REQUIRED FOR DISPATCH
					4. RE	MARKS AND EXCEPTIONS
24	ELECTRICAL					
31-02	DC Power Center (DCPC) - Ground Cooling Fan (CAIMS message)	С	1	0	(O)	May be inoperative.
						NOTE: Ground operations above 30 deg C should be limited to 30 minutes if the Environmental Control System is not running.
31-03	Electrical Management System - Control Display Units (EMS CDU)					
	1) DIM / BRT Control	С	2	1		Dimming may be inoperative on one provided display intensity is adequate.
	2) EMS Maint Mode	D	2	0	(M)	Both may be inoperative provided alternate maintenance procedures are established and used.
41-01	AC External Power System	С	1	0		
11-2	EXT AC ON Switch Light (light function only)	С	1	0		
41-03	Aft External Services Panel					
	All panel functions     and indications     (excepting APU     SHUT-OFF)	С	-	0	(M)	May be inoperative provided alternate
						procedures are established and used.
		D	-	0		May be inoperative provided routine procedures do not require its use.
	2) APU SHUT-OFF (Emergency) Switch	С	1	0		May be inoperative provided the APU is monitored from the cockpit during operation.
						(deleted)

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	RAFT:		R	EVISI	ON NO: 13	PAGE NO:
	BD700-1A10 / -1A11				05/15/2014	24-5
	STEM,	REF			GORY	
ITEM	JENCE NUMBERS &		2. N		ER INSTALLED JMBER REQUIRED I	TOP DISPATCH
11 - 101				3. INC	4. REMARKS AND	
24	ELECTRICAL				-1. INEWINITED	EXCELLIONS
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42-01	EXT DC ON Switch Light (light function only)	С	1	0		
42-02	DC External Power System	С	1	0		

	RAL AVIATION ADMIN	<u>ISTR</u>			21112	15.05.110
AIRC	RAFT: BD700-1A10 / -1A11				ON NO: 13 05/15/2014	PAGE NO: 25-1
1 SY	STEM,	RFI			GORY	25-1
	JENCE NUMBERS &	'\_'			ER INSTALLED	
ITEM					JMBER REQUIRED F	OR DISPATCH
					4. REMARKS AND E	EXCEPTIONS
25	FURNISHINGS					
10-01	Pilot Seat(s) Adjustments	С	2	0	provided the	stments may be inoperative seat is secured in a position, individual pilot requirements.
10-02	Chart Holders	С	2	0	One or both r	may be inoperative
10-03	Sun visors	С	2	0		e required for Head-Up stem viewing, one or both may e
11-01	Observer Seats (Including associated equipment)	Α	-	-	a) A passe cabin is Inspecto duties, a	erative provided: Inger seat in the passenger Imade available to an FAA Inger for performance of official Index and Index are made within two flight days.
		Α	-	-	a) Seconda to the FA official d	perative provided:  ary observer's seat is available  AA inspector for performance of  luties, and  are made within two flight days.
		A	-	-	a) Require (safety) b) Seat is for the p and	perative provided: ed minimum safety equipment belt and oxygen) is available, acceptable to the FAA Inspector performance of official duties, are made within two flight days.
					provide t seats by minimun safety be	nese provisos are intended to for occupancy of the above of an FAA inspector when the on safety equipment (oxygen and elt) is functional and the or determines the conditions to ptable.
					the mini function	ot-in-command will determine if mum safety equipment is al for other persons authorized by any observer seat(s).
	1) Observer Seat Not Required by 14CFR (including associated equipment)	D	-	0	minimum	n-command will determine if the safety equipment is functional for sons authorized to occupy any

U.S.	DEPARTMENT OF TRA	NSPO	DRT	ATION	l	MACTER MINIMUM EQUIPMENT				
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	BD700-1A10 / -1A11		D	ATE:	05/15/2					
	STEM,	REF			GORY					
	JENCE NUMBERS &		2. N	NUMBER INSTALLED						
ITEM				3. NI	3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS AND EXCEPTIONS					
05	FUDNICUINGO				4. KEI	WARKS AND EXCEPTIONS				
25	FURNISHINGS				l					
20-01	Mid-Cabin Door Indication System (CABIN DOOR Caution Message)	С	1	0	(O)	May be inoperative provided that prior to each take-off and landing, the door is verified open.				
21-01	Passenger Seat(s)	D	-	-		May be inoperative provided:  a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY".				
						NOTE 1: A seat with an inoperative seat belt is considered inoperative.  NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seat(s).				
	1) Recline									
	Mechanism	D	-	-	(M)	May be inoperative provided the seat is secured in the up-right position.				
	2) Underseat Baggage Restraining Bars	D	-	-	(O)	<ul> <li>May be inoperative provided:</li> <li>a) Baggage is not stowed under seat with inoperative restraining bar,</li> <li>b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and</li> <li>c) Procedures are established to alert cabin crew of inoperative restraining bar.</li> </ul>				
22-01	Flight Attendant Seat Assembly	D	1	0	(M)	May be inoperative provided:  a) Flight Attendant is not required by 14CFR, I b) Affected seat is not occupied, and c) Folding type seat stows automatically or is secured in the retracted position.				
	(cont'd)					NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. (cont'd)				

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	BD700-1A10 / -1A11				05/15/2014		25-3
	/STEM,	REI	PAIR	CATE	GORY		
	UENCE NUMBERS &		2. N		ER INSTALLE		
ITEM	1			3. N		UIRED FOR DI	
					4. REMARK	(S AND EXCEF	PTIONS
25	FURNISHINGS						
	Flight Attendant Seat Assembly (cont'd)				NOT	missing restrai considered ino FE 3: Above pro attendant seats when operating consider the loo seats to ensure	ovisos apply to flight  Individual operators, with inoperative seats, will eations and combinations of the proximity to exits and airements of the applicable
30-01	Overhead Storage Bin(s)/Cabin and Galley Storage Compartments/ Closets	C	-	-	a) F a b) A c b) A c d) A i d) A	affected bin, collosed position, Affected bin, colorominently place. Any emergency affected compain affected bin, colored bin, colored bin, colored bin, colored bin, colored for storage those permaner.	established to secure the mpartment or closet in the mpartment or closet in the mpartment or closet is carded DO NOT USE, equipment located in rtment is considered in mpartment or closet is not e of any items except for ntly affixed.  ead bins, if no partitions ne entire overhead bin is
	(cont'd)						

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U.S. DEPARTMENT OF TRA	NSPUR I <i>F</i>	ATION	MASTER MINIMUM EQUIPMENT LIST
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AIRCRAFT:		EVISION NO:	
BD700-1A10 / -1A11		ATE: 05/15/2	014 25-4
1. SYSTEM,		CATEGORY	ALLED
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OF FUDNICUINGS		4. KEN	MARKS AND EXCEPTIONS
25 FURNISHINGS		 	
Overhead Storage Bin(s)/Cabin and Galley Storage Compartments/ Closets (cont'd)		(M)(O)	May be inoperative provided:  a) For non-retractable doors, affected door is removed,  b) For retractable doors, affected door is removed or secured in the retracted (fully open) position,  c) Affected bin, compartment or closet is not used for storage of any items, except those permanently affixed,  d) Affected bin, compartment or closet is prominently placarded DO NOT USE,  e) Procedures are established and used to alert crew members and passengers of inoperative bins, compartments or closets, and  f) Passengers are briefed that affected bin, compartment or closet is not used.  NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.  NOTE 2: Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use.
50-01 Cargo Restraint Systems	C -	-	May be inoperative, or missing such that the effect is that the item must be considered inoperative, provided cargo compartment remains empty.
61-01 Life Preservers and  *** Survival Equipment	D -	-	As required by 14 CFR.

				ATION	-	
FED	ERAL AVIATION ADMIN	ISTR	ATIC	N		MASTER MINIMUM EQUIPMENT LIS
	CRAFT:				ON NO:	13 PAGE NO:
	BD700-1A10 / -1A11				05/15/20	)14 25-5
	YSTEM,	REI			EGORY	ALLED.
SEQ ITEN	UENCE NUMBERS &		2. N		ER INST	REQUIRED FOR DISPATCH
1 1 L IV	'1			J. 140		MARKS AND EXCEPTIONS
25	FURNISHINGS					WING THE EXCELLIENCE
	TOTAL MICE III TOO	ı	 	i İ	1	
61-02	Emergency Locator Transmitter (ELT)					
***	Survival Type ELTs	D	-	-		Any in excess of those required by FAR may be inoperative or missing.
***	Fixed ELTs	Α	-	0	(M)	May be inoperative provided: <ul><li>a) System is deactivated, and</li><li>b) Repairs are made within 90 days.</li></ul>
		D	_	_		Any in excess of those required by 14 CFR may be missing.
31-03	First Aid Kits	D	-	-		<ul> <li>Any in excess of those required by 14 CFR may be incomplete or missing provided:</li> <li>a) Required distribution is maintained, and</li> <li>b) Procedures are established to alert crewmembers of missing or incomplete kits.</li> </ul>
61-04 ***	Emergency Vision Assurance Systems (EVAS) (installed via STC only)	D	-	0		May be inoperative or missing. Provided that it is not required for an Emergency procedure.
4-01	Flashlights / Flashlight Holder					
	1) Flashlights	С	-	0	(O)	May be inoperative or missing provided the associated seat has a flashlight of equivalent characteristics (has a ruggedized, electrically insulated exterior, uses two "D" size batteries, and has a shatter-resistant lens and reflector) readily available.
	2) Holders	С	-	0	(M)(O)	May be inoperative or missing provided alternate stowage provisions are provided.
0-01	Passenger     Convenience     Items					(Expired on December 31, 2007)

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1. SY	STEM,	REI			GORY	
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ITEM				3. Nl	JMBER REQUIRE	ED FOR DISPATCH
					4. REMARKS AN	ND EXCEPTIONS
25	FURNISHINGS					
***	2) Non-Essential Equipment & Furnishings (NEF)		-	0	provided accordan deferral p The NEF processe Manual.	program, procedures and es are outlined in the operator's
					be availa	(O) procedures, if required, must ble to the flight crew and included erator's appropriate document.
					NOTE	: Exterior lavatory door ashtrays are not considered NEF items.
70-02 ***	Office in the Sky	D	-	0		
70-03	Galley waste Receptacle Access Doors / Covers	С	-	-	empty ar	noperative provided the container is and the access is secured to prevent troduction into the compartment.
70-04	Exterior Lavatory Entry Door Ashtrays					
	Airplanes with more than one exterior lavatory door ashtray	Α	-	-	lavatory o provided	operated with up to 50 percent of the door ashtrays missing or inoperative, 50 percent of the missing or ve ashtrays are replaced within 3
	Airplanes with only one exterior lavatory door ashtray	Α	1	0		operated for a period of 10 days with ory door ashtray missing or ve.
71-01	Baggage Compartment Liners	С	-	-	provided	nels may be missing or damaged baggage is not carried in the ed compartment.  :  For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is

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FEDERAL AVIATION ADMIN	STR				
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1. SYSTEM, SEQUENCE NUMBERS &	KEI			EGORT ER INSTALLED	
ITEM		Z. I		UMBER REQUIRED FOR DISPATCH	
11 2101			J. 140	4. REMARKS AND EXCEPTIONS	
25 FURNISHINGS				4. KEMINIKKO NIND EXCELLITIONO	
25 FURNISHINGS		<u> </u>			
75-01 Crew Rest Facilities - *** Bunk	D	-	0	May be inoperative provided regulations do not require its use.	 
1) Bunk Main Entry Door	С	1	0	(O) May be inoperative provided:  a) Crew rest area is not used, and b) Bunk entry door is locked closed and placarded "INOPERATIVE DO NOT ENTER".	I
				NOTE: These provisions are not intended to prohibit crew rest Area inspections by crewmembers.	
	С	1	0	(M) May be inoperative provided door is removed and securely stowed inside the crew rest area or removed from the aircraft.	I
2) Bunk Restraint System	C	-	-	(O) One or more may be inoperative provided:  a) Affected bunk is placarded  "INOPERATIVE DO NOT USE", and b) Procedures are established and used to alert crewmembers that the bunk restraint system cannot be used.	

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1 0\/	BD700-1A10 / -1A11 STEM,	рг			05/15/2014 GORY	26-1
	JENCE NUMBERS &	KE			R INSTALLED	
TEM			2. 1		MBER REQUIRED FOR DISPATO	·⊔
				3. 140	4. REMARKS AND EXCEPTIONS	
26	FIRE PROTECTION				4. REMARKO AND EXCELLIONE	
20	TIMETROTEOTION	ļ	 	l I		
2-01	APU Fire Detection Systems	С	2	1	One detection loop may be provided the fire test is per each flight.	•
		С	2	0	Both detection loops may be provided the APU is consider	
2-02	APU Fire Extinguishing System	С	1	0	May be inoperative provide considered inoperative.	ed the APU is
4-01 ***	Flight Crew Rest (FCR) Area Smoke Detection System	С	1	0	May be inoperative provide  a) FCR area is empty, b) FCR area door is lock "INOPERATIVE - DO c) FCR area is not used  NOTE:  These provisions are prohibit FCR inspect	ed and placarded, NOT ENTER", for any purpose.
5-01 ***	Baggage Compartment Smoke Detectors	С	-	1	(M) May be inoperative provide detector is verified operative flight.	•
		С	-	0	(M) May be inoperative provide a) Cabin to baggage coremains secured OP b) Baggage compartme	mpartment door EN, and
					NOTE:  Does not preclude the cargo containers, palle Class E cargo compar only the installation of detection systems (no	ets, ballast, etc. tments require smoke or fire

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ITEM				3. NI		REQUIRED FOR DISPATCH
					4. REN	MARKS AND EXCEPTIONS
26	FIRE PROTECTION					
16-01 ***	Lavatory Smoke Detection System	С	-	-	(M)(O)	For each lavatory, the lavatory smoke
						detection system may be inoperative provided:  a) Lavatory waste receptacle is empty,
						<ul> <li>b) Lavatory door is locked CLOSED and placarded, "INOPERATIVE DO NOT ENTER", and</li> </ul>
						<ul> <li>c) Lavatory is used only by crewmembers.</li> </ul>
						NOTES:  1. These provisos are not intended to prohibit lavatory inspections by
						crewmembers.
						<ol><li>Lavatory smoke detection system is not required for all-cargo operations.</li></ol>
16-02 ***	Cabin Closet Smoke Detection Systems	С	-	-	(O)	May be inoperative provided:  a) Closet is empty, and b) Cabin closet door is locked CLOSED and placarded, "DO NOT USE".
21-01	Engine Fire Detection System	Α	4	2		One loop per engine may be inoperative for one flight day provided the Fire Test is performed before each flight.
		С	4	2		One loop per engine may be inoperative provided:
						<ul> <li>a) Fire Test is performed before each flight, and</li> <li>b) Operations are conducted not more than 120 minutes from a suitable airport.</li> </ul>
23-01	Portable Fire Extinguishers	D	_	_		Any in excess of those required by 14 CFR
	ŭ					may be inoperative or missing provided:  a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and

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1. SYSTEM,	REF			GORY	
SEQUENCE NUMBERS &		2. N		ER INSTALLED	
ITEM			3. Nl	JMBER REQUIRED FOR	RDISPATCH
				4. REMARKS AND EXC	CEPTIONS
26 FIRE PROTECTION					
20 TIKET KOTEOHON					l
00 04 Lavatana Fina					
26-01 Lavatory Fire	_				
*** Extinguishing System	С	-	-		y, the fire extinguisher
					noperative provided lavatory
				smoke detection	system is operative.
	С	-	-	(M)(O) May be inoperat	
					waste receptacle is empty,
					door is locked CLOSED and
				· •	, "INOPERATIVE - DO NOT
				ENTER",	
					s used only by
				crewmem	bers.
					e provisos are not intended
					rohibit lavatory inspections by
					vmembers.
					vatory fire system is not
				requ	ired for all-cargo operations.

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1 SV	BD700-1A10 / -1A11 'STEM,	RFF			05/15/2 GORY	2014 27-1
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ITEM						REQUIRED FOR DISPATCH
					4. REI	MARKS AND EXCEPTIONS
27	FLIGHT CONTROLS					
11-01	Aileron Control Surface Position Indications	С	2	0	(O)	Both may be inoperative provided a visual check of the associated control surface movements is made prior to each flight.
12-01	Aileron Trim Indicator	С	1	0	(M)	May be inoperative provided, prior to each flight:  a) Aileron trim is visually checked for full, free and correct movement, and b) Aileron trim is confirmed neutral.
20-01	Rudder Pedal Adjustments	С	2	0	(M)	May be inoperative provided:  a) Rudder pedal adjustment I mechanism is not free to move, and b) Mechanism has failed such that the rudder pedals are in a position which meets individual pilot requirements.
21-01	Rudder Control Surface Position Indication	С	1	0	(O)	May be inoperative provided a visual check of the associated control surface movements is made prior to each flight.
31-01	Elevator Surface Position Indications	С	2	0	(O)	Both may be inoperative provided:  a) Visual inspection of affected control surface for correct operation is made before each departure, and b) Aircraft speed is limited to 250 KIAS throughout the flight.
41-01	STAB CH 1 "OFF" Switch Light (Light function only)	С	1	0		
41-02	STAB CH 2 "OFF" Switch Light (Light function only)	С	1	0		

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BD700-1A10 / -1A11				05/15/2	014 27-2	
1. SYSTEM,	REF			GORY		4
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ITEM			3. NU		REQUIRED FOR DISPATCH IARKS AND EXCEPTIONS	-
07 5110117 00175010	1			4. KEIV	IARKS AND EXCEPTIONS	
27 FLIGHT CONTROLS				1		
42-01 Horizontal Stabilizer						
Trim Actuator	С	4	3		One RVDT channel may be inoperative	
(RVDT Channels)					provided all flight control modules are	
,					operative.	
					NOTE: All flight control modules are	
					operative assumes MMEL relief has not already been undertaken for Item 27-61-02	
					<ul> <li>Flight Control Modules (FCM) Channels.</li> </ul>	
					<b>.</b> ,	
	С	4	3	(M)	One RVDT channel may be inoperative in	
					combination with a flight control module	
					provided it is associated with the same flight control unit.	
					control diff.	
51-01 Slat/Flap Control Unit						
(SFCU)						
1) Slat Channels	В	2	1	(M)(O)	One Slat channel may be inoperative	
(Relief limited to					provided:	
p/n GT415-5900- 13 & subs)HT TE					<ul><li>a) Both Flap channels are operative, and</li><li>b) Aircraft is operated in accordance with</li></ul>	
13 & 3003)111 12					AFM Supplement for SLATS	
					HALFSPEED OR FLAPS HALFSPEED.	
					NOTE:	
					Slat system will operate at half speed	
					and will be shown as an advisory	
					message:   "SLATS HALFSPD" on EICAS.	1
					SLATS HALFSFD OITEICAS.	1
2) Flap Channels	В	2	1	(M)(O)	One Flap channel may be inoperative	
(Relief limited to					provided:	
p/n GT415-5900-					a) Both Slat channels are operative, and	
13 & subs)					<ul> <li>b) Aircraft is operated in accordance with AFM Supplement for SLATS</li> </ul>	
					HALFSPEED OR FLAPS HALFSPEED.	
					NOTE:  Flap system will operate at half speed	
					and will be shown as an advisory	1
					message:	1
					"FLAPS HALFSPD" on EICAS.	1
61-01 MFS Surface	_	o	6	(NA)	One or two on the same MES rais may be	
Proximity Switch	С	8	6	(M)	One or two on the same MFS pair may be inoperative provided visual check is made to	
Sensors (PSS)					verify that the surfaces operate normally	
\					prior to take-off.	

0.3.	DEPARTMENT OF TRA	NSP(	ORT/	ATION	1	MARTED MINIMUM EQUIDMENT LIST
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ITEN						REQUIRED FOR DISPATCH
						ARKS AND EXCEPTIONS
27	FLIGHT CONTROLS	]				
61-02	Flight Control Modules (FCM) Channels	С	4	3	(M)(O)	<ul> <li>One channel may be inoperative provided:</li> <li>a) Affected MFS pair and ground spoilers are verified retracted before each take off,</li> <li>b) Remaining MFS and ground spoilers are verified operative prior to each flight,</li> <li>c) Airplane is operated at or below FL410,</li> <li>d) Both packs are operated in AUTO mode, and</li> <li>e) Aircraft is operated in accordance with AFM Supplement for DISPATCH WITH ONE PAIR OF MULTI-FUNCTION FLIGHT AND/OR GROUND SPOILERS INOPERATIVE.</li> </ul>
62-01	Multi-Function Spoilers (MFS)	С	8	6	(M)(O)	One surface or one symmetrical pair may be inoperative:  a) Affected MFS pair is verified retracted before each take off, b) Remaining MFS and ground spoilers are verified operative prior to each flight, c) Airplane is operated at or below FL410, and d) Both packs are operated in AUTO mode, e) Aircraft is operated in accordance with AFM Supplement for DISPATCH WITH ONE PAIR OF MULTI-FUNCTION FLIGHT AND/OR GROUND SPOILERS INOPERATIVE.
62-02	Roll Control Input Modules (RCIM) (RVDT Channels)	С	4	3		One RVDT channel may be inoperative provided all multi-function spoilers are operative in roll assist mode.
62-03	Flight Spoiler Control Lever (RVDTs)	С	4	3		One RVDT may be inoperative provided all multi-function spoilers are operative in proportional lift- dump mode.

	DEPARTMENT OF TRA				J	MASTER MINIMUM EQUIPMENT LIST
	ERAL AVIATION ADMIN' CRAFT: BD700-1A10 / -1A11	ISTR	R	EVISI	ON NO: 9	
SEQ	1. SYSTEM, SEQUENCE NUMBERS & ITEM			IUMB		ALLED REQUIRED FOR DISPATCH ARKS AND EXCEPTIONS
27	FLIGHT CONTROLS					
62-04	Throttle Lever RVDTs (Ground Spoiler Control)	С	4	3		One throttle lever RVDT may be inoperative.
63-01	Ground Spoilers (Inboard or Outboard)	С	4	2	(M)(O)	<ul> <li>One symmetrical pair of ground spoilers may be inoperative provided: <ul> <li>a) All remaining MFS and remaining GND spoiler pair surfaces are operative in the GLD modes,</li> <li>b) Both surfaces of the inoperative pair are verified fully retracted prior to each flight,</li> <li>c) Autobrakes are considered inoperative, and</li> <li>d) Aircraft is operated in accordance with AFM Supplement for DISPATCH WITH ONE PAIR OF MULTI-FUNCTION FLIGHT AND/OR GROUND SPOILERS INOPERATIVE.</li> </ul> </li> </ul>
63-02	Ground Spoilers Position Indication on EICAS	С	4	2	(M)(O)	<ul> <li>Indication for one or for one symmetrical pair may be inoperative provided:</li> <li>a) Affected ground spoiler actuator connections are inspected prior to each flight,</li> <li>b) Affected ground spoiler pair is considered inoperative, and</li> <li>c) Aircraft is operated in accordance with AFM Supplement for DISPATCH WITH ONE PAIR OF MULTI-FUNCTION FLIGHT AND/OR GROUND SPOILERS INOPERATIVE.</li> </ul>

DA AIR	ATE: 0 CATE UMBE	IMBER	TALLED REQUIRED FOR DISPATCH MARKS AND EXCEPTIONS  May be inoperative (missing) provided: a) Refuel/Defuel adaptor is visually checked for contamination prior to each refuelling, b) No leakage can be detected after refuelling is complete, and
AIR 2. N	CATE UMBE 3. NL	GORY ER INST IMBER 4. REN	TALLED REQUIRED FOR DISPATCH MARKS AND EXCEPTIONS  May be inoperative (missing) provided: a) Refuel/Defuel adaptor is visually checked for contamination prior to each refuelling, b) No leakage can be detected after refuelling is complete, and
2. N	UMBE 3. NU	R INST IMBER 4. REM	May be inoperative (missing) provided:  a) Refuel/Defuel adaptor is visually checked for contamination prior to each refuelling,  b) No leakage can be detected after refuelling is complete, and
	3. NU	IMBER 4. REN	May be inoperative (missing) provided:  a) Refuel/Defuel adaptor is visually checked for contamination prior to each refuelling,  b) No leakage can be detected after refuelling is complete, and
1		4. REN	MARKS AND EXCEPTIONS  May be inoperative (missing) provided:  a) Refuel/Defuel adaptor is visually checked for contamination prior to each refuelling,  b) No leakage can be detected after refuelling is complete, and
1	0		May be inoperative (missing) provided:  a) Refuel/Defuel adaptor is visually checked for contamination prior to each refuelling,  b) No leakage can be detected after refuelling is complete, and
1	0	(M)	<ul> <li>a) Refuel/Defuel adaptor is visually checked for contamination prior to each refuelling,</li> <li>b) No leakage can be detected after refuelling is complete, and</li> </ul>
1	0	(M)	<ul> <li>a) Refuel/Defuel adaptor is visually checked for contamination prior to each refuelling,</li> <li>b) No leakage can be detected after refuelling is complete, and</li> </ul>
			<ul> <li>c) Aft tank is defueled and remains empty.</li> </ul>
1	0	(M)	<ul> <li>May be inoperative (missing) provided:</li> <li>a) Refuel/Defuel adaptor is visually checked for contamination prior to each refuelling, and</li> <li>b) No leakage can be detected after refuelling is complete.</li> </ul>
2	1		<ul> <li>One may be inoperative provided:</li> <li>a) Aft AC pump on affected side is operative,</li> <li>b) DC Aux pump on affected side is operative, and</li> <li>c) All fuel quantity indications are operative.</li> </ul>
2	0		<ul> <li>Both may be inoperative provided:</li> <li>a) Both aft AC pumps are operative,</li> <li>b) Both DC Aux pumps are operative,</li> <li>c) All fuel quantity indications are operative, and</li> <li>d) Wing transfer system is operative.</li> </ul>
2	0		<ul> <li>Both may be inoperative provided:</li> <li>a) Both aft AC pumps are operative,</li> <li>b) Both DC Aux pumps are operative,</li> <li>c) All fuel quantity indications are operative, and</li> <li>d) Crossfeed SOV is operative.</li> </ul>
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U.S. DEPARTMENT OF TRAI	NSP	ORTA	AOITA	l	
FEDERAL AVIATION ADMINI	ISTR	ATIC	N		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			_	ON NO:	
BD700-1A10 / -1A11 1. SYSTEM,	RFI			03/16/2 GORY	012 28-2
SEQUENCE NUMBERS &					ralled
ITEM					REQUIRED FOR DISPATCH
				4. REN	MARKS AND EXCEPTIONS
28 FUEL		 	1	l i	
21-04 APU Fuel SOV	С	1	0	(M)	Except for ER Operations and Polar Ops, may be inoperative provided:  a) Valve is deactivated CLOSED, and b) APU is not used.
21-05 DC Aux Pumps	C	2	1	(M)	Except for ER Operations, one may be inoperative provided:  a) Prior to each dispatch, opposite Center Transfer pump is verified operative, b) Opposite aft tank transfer pump is operative, c) Opposite aft tank transfer SOV is operative, d) Opposite wing transfer SOV is operative, e) Crossfeed SOV is operative, f) Both associated AC pumps are operative, and g) Affected pump is de-activated,
(Global 5000)	С	2	1	(M)	Except for ER Operations, one may be inoperative provided:  a) Prior to each dispatch, opposite Center Transfer pump is verified operative, b) Opposite Wing transfer SOV is operative, c) Crossfeed SOV is operative, d) Both associated AC Pumps are operative, and e) Affected pump is de-activated.
21-06 Crossfeed SOV	С	1	0	(M)	Except for ER Operations, may be inoperative provided:  a) Valve is secured CLOSED, b) Both DC Aux Pumps are operative, and c) Both wing Transfer SOVs are operative.

FEDERAL AVIATION ADMII AIRCRAFT:	MISIK			ON NO:	13 PAGE NO:	
BD700-1A10 / -1A1	1			ON NO: 05/15/20		3
1. SYSTEM,				GORY	7 20 0	<u>,                                      </u>
SEQUENCE NUMBERS &				ER INST.	ALLED	
ITEM					REQUIRED FOR DISPATCH	
					ARKS AND EXCEPTIONS	
28 FUEL						
22-01 Center Transfer Pumps	С	2	1	(O)	One pump may be inoperative prova  a) Opposite DC AUX pump is of the control operative,  b) Opposite Wing transfer SOV operative,  c) Fuel XFEED valve is verified operative prior to each disparative p	perative, is  I tch, and e main ch a ion if
	С	2	0		One or both may be inoperative pr the center wing tank remains empt	
	С	2	0		Both may be inoperative provided remaining fuel in center tank is cor as unusable fuel.	
22-02 Wing Transfer SOV	С	2	0	(M)	Except for ER Operations, both mainoperative provided:  a) Affected SOV is secured CL b) Crossfeed SOV is operative, c) Both AC pumps on the same operative, and d) Prior to each dispatch, oppo Center Transfer Pump is ver operative.	OSED, e side are site
22-03 Aft Tank Transfer Pumps (GX only)	С	2	1	(M)(O)	One may be inoperative provided:  a) Affected pump is deactivated b) Associated aft tank transfer a deactivated CLOSED,  c) Opposite aft tank transfer SO operative,  d) Opposite DC Aux pump is operative,  e) Opposite wing transfer SOV operative,  f) Both opposite fwd and aft AC are operative,  g) Aft tank fuel quantity readour operative, and  h) Planned flight considered the a	SOV is DV is Derative, is C pumps t is

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ITEM						REQUIRED FOR DISPATCH
					4. REM	ARKS AND EXCEPTIONS
28	FUEL					
	Aft Tank Transfer Pumps (GX Only) (cont'd)	С	2	0	(M)	Both may be inoperative provided the Aft Fuel Tank is empty.
		С	2	0	(M)	Both may be inoperative provided:  a) Remaining fuel in Aft tank is considered as unusable fuel, and b) AFM table from "AFT XFER FAIL" for Aft tank unusable fuel is used to determine fuel quantity for landing.
22-04	Aft Tank Transfer SOVs (GX only)	С	2	1	(M)(O)	One may be inoperative provided:  a) Affected SOV is secured CLOSED, b) Associated aft tank transfer pump is deactivated, c) Opposite aft tank transfer pump is operative, d) Opposite DC Aux pump is operative, e) Opposite wing transfer SOV is operative, f) Both opposite AC pumps are operative, g) Aft fuel tank quantity readout is operative, and h) Planned flight considered the aft tank fuel as unusable fuel.
		С	2	0	(M)	Both may be inoperative provided the Aft Fuel Tank is empty.
		С	2	0	(M)	Both may be inoperative provided:  a) Aft tank SOVs are verified in CLOSED position,  b) Remaining fuel in Aft tank is considered as unusable fuel, and  c) AFM table from "AFT XFER FAIL" for Aft tank unusable fuel is used to determine fuel quantity for landing.
22-05	Aft Tank Transfer System (GX only)	С	1	0	(M)	May be inoperative provided:  a) Aft transfer SOVs are verified in the CLOSED position, and b) AFT fuel tank is empty.
	(cont'd)					

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	BD700-1A10 / -1A11		DATE: 05/15/2014 28-5						
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ITEM				3. NI	_	REQUIRED FOR DISPATCH			
					4. REM	IARKS AND EXCEPTIONS			
28	FUEL								
	Aft Tank Transfer System (cont'd)	С	1	0	(M)	May be inoperative provided:  a) Aft tank SOVs are verified in the CLOSED position, and b) AFM table from "AFT XFER FAIL" for Aft tank unusable fuel is used to determine fuel quantity for landing.			
23-01	Manifold Refuel/Defuel Control Valves	С	3	0	(M)	All may be inoperative CLOSED provided alternate refuelling procedures are established and used.			
	Aft Refuel / Defuel SOV (GX only)	С	1	0	(M)	May be inoperative provided the SOV is deactivated CLOSED.			
23-03	Defuel SOVs	С	2	0	(M)	Both may be inoperative deactivated CLOSED.			
23-04	Single Point Pressure Refuelling System 1) Automatic Mode	С	1	0		May be inoperative provided Manual Mode is			
	1) Automatic Wode	O	'	O		operative.			
	2) Manual Mode	С	1	0		May be inoperative provided Automatic Mode is operative.			
23-05 ***	Forward Tank Refuel SOV (GX only) (Relief applicable to post BA SB 700-28-040)	С	1	0		May be inoperative provided the SOV is CLOSED.			
23-06	External Refuel/Defuel Panel	С	1	0	(M)(O)	One or all functions may be inoperative provided alternate means are available to perform required operations (ie: Flight Compartment Refuel/Defuel Panel or gravity refuelling)			
						NOTE: For inoperative panel indications, refer to MMEL Item 28-41-05, Refuel/Defuel Panel Indications, herein)			

U.S.	DEPARTMENT OF TRAI	NSP	ORTA	ATION		
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ITEM						REQUIRED FOR DISPATCH
					4. REM	ARKS AND EXCEPTIONS
28	FUEL					
23-07	Flight Compartment Refuel/Defuel Panel	С	1	0	(M)(O)	One or all functions may be inoperative provided alternate means are available to perform required operations (ie: External Refuel/Defuel Panel or gravity refuelling)
						NOTE: For inoperative panel indications, refer to MMEL Item 28-41-05, Refuel/Defuel Panel Indications, herein)
24-01	Fuel Recirculation Systems (Including systems' PBA indications & EICAS messages)	С	2	0		Except for ER Operations and Polar Ops, one or both may be inoperative OFF provided:  a) Both recirculation systems are OFF, and b) Fuel tank temperature indication is operative on EICAS
40-01	L-R AUX PUMPS "OFF" Switch lights (light function only)	С	2	0		
40-02	L-R PRI PUMPS "OFF" Switch lights (light function only)	С	2	0		
40-03	XFEED SOV "OPEN" Switch lights (light function only)	С	1	0		
40-04	XFEED SOV "FAIL" Switch lights (light function only)	С	1	0		
41-01	Fuel Quantity Probes					
	1) Densitometer	С	1	0	(O)	May be inoperative provide alternate fuel planning procedures are used.
	<ul><li>2) Wing Tank Probes</li><li>– Probe /</li><li>Compensators</li></ul>	С	30	22	(M)	One probe per fuel compartment may be inoperative.

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28	FUEL					
	2) Contar Tonk					
	<ol> <li>Center Tank</li> <li>Probes – Probe /</li> </ol>					
	Compensators	С	4	2		1
	Reference     Compensator	С	1	0	(O)	May be inoperative provide alternate fuel
	Compensator	C	'		(0)	planning procedures are used.
	<ol><li>5) Aft Tank Probe / Compensators</li></ol>	С	2	1		
	(GX only)	C	~	'		'
	· • • • • • • • • • • • • • • • • • • •					
***	<ol><li>Forward Tank Probe /</li></ol>					
	Compensators	С	2	1		
	(GX only)					
		С	2	0	(O)	Both may be inoperative provided the
					(0)	forward tank is not used.
						NOTE:
						NOTE: With both probes failed, the FUEL
						QTY DEGRADED advisory will
						remain annunciated on EICAS as
						long as any fuel remains in the tank.
41-03	EICAS Aft Fuel Tank	С	2	0	(M)(O)	Both may be inoperative provided:
103	and Total Fuel	J	_		(141)(0)	a) Aft tank remains empty, and
	Quantity Readouts					b) An in-flight log of fuel in all tanks is
	(GX only)					maintained.
11 OF	Fuel System					
41-05	Fuel System Indications on External					
	Refuel/Defuel Control					
	Panel					
	1) Fuel Quantity	С	5	0	(M)	One or all may be inoperative provide
	Fields					alternate procedures are used to verify fuel
						quantity.
	2) PRESEL Field	С	1	0	(8.4)	May be inoperative provided that refuel
	Z) I INLOLL I ICIU	C	'		(M)	AUTO mode is considered inoperative.
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FEDERAL AVIATION ADMINISTRATION  AIRCRAFT: BD-700-1A10 /-1A11 DATE: 06/27/2009 1. SYSTEM, SEQUENCE NUMBERS & TEM.  TEM  TEM  TEM  TOTAL AVIATION ADMINISTRATION  AIRCRAFT: BD-700-1A10 /-1A11 DATE: 06/27/2009 28-8  TEPAIR CATEGORY  2. NUMBER INSTALLED TOTAL AVIATION AND EXCEPTIONS  TEM  4. REMARKS AND EXCEPTIONS  TOTAL AVIATION AND EXCEPTIONS  AND EXCEPTIONS  May be inoperative provided: a) Single point pressure refuelling is operative and used, in either AUTO or MANUAL modes, and b) Center Refuel/Defuel control valve is operative.	U.S. DEPARTMENT OF TRA	NSP	ORT	NOITA	I
AIRCRAFT: BD700-1A10 / -1A11  1. SYSTEM, SEQUENCE NUMBERS & TIEM  2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS AND EXCEPTIONS  41-06 Float Valve – Gravity Refuel - CTR TANK -  (Global 5000)  (Global 5000)  REPAIR CATEGORY  2. NUMBER INSTALLED  4. REMARKS AND EXCEPTIONS  May be inoperative provided: a) Single point pressure refuelling is operative and used, in either AUTO or MANUAL modes, and b) Center Refuel/Defuel control valve is		UCTD	۸ <b>T</b> IC	. N. I	MASTER MINIMUM EQUIPMENT LIST
BD700-1A10 / -1A11  DATE: 06/27/2009  1. SYSTEM, SEQUENCE NUMBERS & REPAIR CATEGORY  2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS AND EXCEPTIONS  41-06 Float Valve – Gravity Refuel - CTR TANK -  (Global 5000)  (Global 5000)  DATE: 06/27/2009  REPAIR CATEGORY  2. NUMBER INSTALLED  4. REMARKS AND EXCEPTIONS  May be inoperative provided: a) Single point pressure refuelling is operative and used, in either AUTO or MANUAL modes, and b) Center Refuel/Defuel control valve is		15 I R			ON NO. 9 PAGE NO.
1. SYSTEM, SEQUENCE NUMBERS & ITEM  2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS AND EXCEPTIONS  4. REMARKS AND EXCEPTIONS  4. REMARKS AND EXCEPTIONS  4. REMARKS AND EXCEPTIONS  4. REMARKS AND EXCEPTIONS  4. REMARKS AND EXCEPTIONS  4. REMARKS AND EXCEPTIONS  4. REMARKS AND EXCEPTIONS  4. REMARKS AND EXCEPTIONS  4. REMARKS AND EXCEPTIONS  4. REMARKS AND EXCEPTIONS  4. REMARKS AND EXCEPTIONS  4. REMARKS AND EXCEPTIONS  5. Single point pressure refuelling is operative and used, in either AUTO or MANUAL modes, and b) Center Refuel/Defuel control valve is					
3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS AND EXCEPTIONS  41-06 Float Valve – Gravity Refuel - CTR TANK - (Global 5000)  C	1. SYSTEM,	REI			
41-06 Float Valve – Gravity Refuel - CTR TANK - (Global 5000)  Global 5000)  4. REMARKS AND EXCEPTIONS  4. REMARKS AND EXCEPTIONS  May be inoperative provided: a) Single point pressure refuelling is operative and used, in either AUTO or MANUAL modes, and b) Center Refuel/Defuel control valve is			2. N		
28 FUEL  41-06 Float Valve – Gravity Refuel - CTR TANK - (Global 5000)  (Global 5000)  Another the control valve is in the control valve is in the control valve is in the control valve is in the control valve is in the control valve is in the control valve is in the control valve is in the control valve is in the control valve is in the control valve in the contro	ITEM			3. NU	
41-06 Float Valve – Gravity Refuel - CTR TANK -  (Global 5000)  Global 5000)  May be inoperative provided:  a) Single point pressure refuelling is operative and used, in either AUTO or MANUAL modes, and b) Center Refuel/Defuel control valve is					4. REMARKS AND EXCEPTIONS
Gravity Refuel - CTR TANK - C 1 0 May be inoperative provided: a) Single point pressure refuelling is operative and used, in either AUTO or MANUAL modes, and b) Center Refuel/Defuel control valve is	28 FUEL		[		
	41-06 Float Valve – Gravity Refuel - CTR TANK -	C	1	0	May be inoperative provided:  a) Single point pressure refuelling is operative and used, in either AUTO or MANUAL modes, and b) Center Refuel/Defuel control valve is
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						MARKS AND EXCEPTIONS	_
29	HYDRAULICS						
					<u> </u>		
10-01	Heat Exchanger Bypass Valve	С	3	2		One may be inoperative.	
11-01	HYDRAULIC Switches "AUTO" Function (ACMP)	С	3	0		All may be inoperative provided associated switch is manually selected ON before take-off and landing.	
12-01	(deleted)					(deleted, 07/02/07)	
13-01	AC Motor Pump (ACMP) (System #3)	В	2	1	(O)	One may be inoperative provided: <ul><li>a) Affected pump is deactivated,</li><li>b) Remaining system 3 AC Motor Pump is operated continuously during flight, and</li><li>c) All other hydraulic pumps are operative.</li></ul>	
13-02	RAT Accumulator Pressure Gauge	С	1	0	(M)	May be inoperative provided the accumulator pre-charge is verified using a calibrated ground equipment gauge prior to the first flight of each day.	
30-01	HYD SOV CLOSED Switch Lights (light function only)	С	2	0		One or both may be inoperative provided that the FWSOV indication on the HYDRAULC synoptic page is operative.	
30-02	Hydraulic Firewall Shut-off Valve – EICAS Synoptic Page Indication	С	2	0	(M)	One or both EICAS Synoptic HYD SOV icons may be magenta, provided that prior to each dispatch:  a) Associated valve is verified to operate to fully OPEN and fully CLOSED positions, and  b) Associated valve remains in the OPEN position for take-off	
31-01	EICAS Hydraulic Pressure Readouts	С	3	0	(O)	All may be inoperative provided the associated pressure switches are operative.	
31-02	Hydraulic Pump Low Pressure Switches	С	6	3	(M)	<ul> <li>May be inoperative provided:</li> <li>a) Associated AC hydraulic pump is selected "ON",</li> <li>b) At least one low pressure switch is operative for each hydraulic system, and</li> <li>c) All other hydraulic system components are operative.</li> </ul>	

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AIRCR	RAFT: BD700-1A10 / -1A11				ON NO: 1		PAGE NO: 29-2
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	ENCE NUMBERS &	111			ER INSTA	ALLED	
ITEM						REQUIRED FOR DI	SPATCH
						ARKS AND EXCEP	
29 F	HYDRAULICS						
	EICAS Hydraulic Reservoir Quantity Readouts (Systems 1, 2, and 3)	С	3	0	6	associated reservoi	provided quantity in I r(s) is checked on auges prior to each flight.
(	Hydraulic Reservoir Quantity Gauges (Systems 1, 2, and 3)	С	3	0	á		provided reservoir levels   EICAS Synoptic Page

4. REMARKS AND EXCEPTIONS  4. Operations are not conducted in known or forecast icing conditions, and c) Both ice detection systems are operative.	FEDERAL AVIATION ADMIN	IISTR			ON NO	AA DAOF NO
1. SYSTEM, SEQUENCE NUMBERS & TEPÁIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS AND EXCEPTIONS  1-01 Wing Anti-Ice System  C						
SEQUENCE NUMBERS & ITEM  30 ICE PROTECTION  1-01 Wing Anti-Ice System C I		RFF				, 11 July 1
3. NUMBER REQUIRED FOR DISPATCH   4. REMARKS AND EXCEPTIONS     4. REMARKS AND EXCEPTIONS     5. REMARKS AND EXCEPTIONS     6. REMARKS AND EXCEPTIONS     6. REMARKS AND EXCEPTIONS     7. REMARKS AND EXCEPTIONS     8. REMARKS AND EXCEPTIONS     8. REMARKS AND EXCEPTIONS     9. REMARKS AND EXCEPTIONS     1. OU Wing Anti-Ice Shut Off Valves (WAIV)     1. OU Wing Anti-Ice Shut Off Valves (WAIV)     1. OU Wing Anti-Ice Shut OFF,   C. Both ice detection systems are operative, and     1. OU Wing Anti-Ice Shut OFF,   C. Both ice detection systems are operative, and     1. OU WING XBLEED Valve (CBW)     1. OU WING XBLEED Valve (CBW)     1. OU Wing Anti-Ice Temperature Sensors (WAITS)     1. O						ALLED
4. REMARKS AND EXCEPTIONS	ITEM					
30 ICE PROTECTION  1-01 Wing Anti-Ice System C 1 0 Except for Polar Ops, may be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) Both ice detection systems are operative.  1) AUTO Mode C 1 0 (M)(O) May be inoperative provided: a) MAN mode (ON) is verified operative, and b) Both ice detection systems are operative.  1-02 Wing Anti-Ice Shut Off Valves (WAIV)  C 2 0 (M) One or both may be inoperative CLOSED provided: a) Valves are secured CLOSED, b) Wing ANTI-ICE switch is selected to OFF, c) Both ice detection systems are operative, and d) Operations are not conducted in known or forecast icing conditions.  1-03 WING XBLEED Valve (CBW)  1-04 Wing Anti-Ice Temperature Sensors (WAITS)  (Applicable to s/n 9002 C to 9175 not incorporating SB#700-27-048 or SB#700-1A11-27-011)  8 4 (M) Except for the sensors used by the stall protection system (outboard), sensors may be inoperative provided the L (R) WING ANTI-ICE FAIL Caution or WING AICE SENSOR Advisory message is not annunciated.						
provided: a) Operations are not conducted in known or forecast icing conditions, and b) Both ice detection systems are operative.  1) AUTO Mode C 1 0 (M)(O) May be inoperative provided: a) MAN mode (ON) is verified operative, and b) Both ice detection systems are operative.  C 2 0 (M) One or both may be inoperative CLOSED provided: a) Valves are secured CLOSED, b) Wing ANTI-ICE switch is selected to OFF, c) Both ice detection systems are operative, and d) Operations are not conducted in known or forecast icing conditions.  1-03 WING XBLEED Valve (C) (CBW)  (M) May be inoperative provided: a) Affected valve is secured CLOSED, b) Operations are not conducted in known or forecast icing conditions, and c) Both ice detection systems are operative.  1-04 Wing Anti-Ice Temperature Sensors (WAITS)  (Applicable to s/n 9002 C to 9175 not incorporating SB#700-27-048 or SB#700-1A11-27-011)  (M) Except for the sensors used by the stall protection system (outboard), sensors may be inoperative provided the L (R) WING ANTI-ICE FAIL Caution or WING A/ICE SENSOR Advisory message is not annunciated.	30 ICE PROTECTION					
1-02 Wing Anti-Ice Shut Off Valves (WAIV)  C 2 0 (M) One or both may be inoperative CLOSED provided: a) Valves are secured CLOSED, b) Wing ANTI-ICE switch is selected to OFF, C) Both ice detection systems are operative, and d) Operations are not conducted in known or forecast icing conditions.  1-03 WING XBLEED Valve (C) 1 0 (M) May be inoperative provided: a) Affected valve is secured CLOSED, b) Operations are not conducted in known or forecast icing conditions.  1-03 WING XBLEED Valve (C) 1 0 (M) May be inoperative provided: a) Affected valve is secured CLOSED, b) Operations are not conducted in known or forecast icing conditions, and c) Both ice detection systems are operative.  1-04 Wing Anti-Ice Temperature Sensors (WAITS)  (Applicable to s/n 9002 to 9175 not incorporating SB#700-27-048 or SB#700-1A11-27-011)  8 4 (M) Except for the sensors used by the stall protection system (outboard), sensors may be inoperative provided the L (R) WING ANTI-ICE FAIL Caution or WING A/ICE SENSOR Advisory message is not annunciated.	1-01 Wing Anti-Ice System	С	1	0		provided:     a) Operations are not conducted in known or forecast icing conditions, and b) Both ice detection systems are
Off Valves (WAIV)  C 2 0 (M) One or both may be inoperative CLOSED provided:  a) Valves are secured CLOSED, b) Wing ANTI-ICE switch is selected to OFF, C) Both ice detection systems are operative, and d) Operations are not conducted in known or forecast icing conditions.  1-03 WING XBLEED Valve (CBW)  (CBW)  (M) May be inoperative provided: a) Affected valve is secured CLOSED, b) Operations are not conducted in known or forecast icing conditions, and c) Both ice detection systems are operative.  1-04 Wing Anti-Ice Temperature Sensors (WAITS)  (Applicable to s/n 9002 to 9175 not incorporating SB#700-27-048 or SB#700-27-048 or SB#700-1A11-27-011)  B (M) Except for the sensors used by the stall protection system (outboard), sensors may be inoperative provided the L (R) WING ANTI-ICE FAIL Caution or WING A/ICE SENSOR Advisory message is not annunciated.	1) AUTO Mode	С	1	0	(M)(O)	<ul><li>a) MAN mode (ON) is verified operative, and</li><li>b) Both ice detection systems are</li></ul>
provided:  a) Valves are secured CLOSED, b) Wing ANTI-ICE switch is selected to OFF, c) Both ice detection systems are operative, and d) Operations are not conducted in known or forecast icing conditions.  1-03 WING XBLEED Valve (CBW)  1-04 Wing Anti-Ice Temperature Sensors (WAITS)  (Applicable to s/n 9002 C to 9175 not incorporating SB#700-27-048 or SB#700-1A11-27-011)  A WING ANTI-ICE FAIL Caution or WING AVICE SENSOR Advisory message is not annunciated.	1-02 Wing Anti-Ice Shut Off Valves (WAIV)					
a) Affected valve is secured CLOSED, b) Operations are not conducted in known or forecast icing conditions, and c) Both ice detection systems are operative.  1-04 Wing Anti-Ice Temperature Sensors (WAITS)  (Applicable to s/n 9002 C to 9175 not incorporating SB#700-27-048 or SB#700-1A11-27-011)  8 4 (M) Except for the sensors used by the stall protection system (outboard), sensors may be inoperative provided the L (R) WING ANTI-ICE FAIL Caution or WING A/ICE SENSOR Advisory message is not annunciated.		С	2	0	(M)	provided:  a) Valves are secured CLOSED, b) Wing ANTI-ICE switch is selected to OFF, c) Both ice detection systems are operative, and d) Operations are not conducted in
Temperature Sensors (WAITS)  (Applicable to s/n 9002 C to 9175 not incorporating SB#700-27-048 or SB#700-1A11-27-011)  (M) Except for the sensors used by the stall protection system (outboard), sensors may be inoperative provided the L (R) WING ANTI-ICE FAIL Caution or WING A/ICE SENSOR Advisory message is not annunciated.	1-03 WING XBLEED Valve (CBW)	С	1	0	(M)	<ul> <li>a) Affected valve is secured CLOSED,</li> <li>b) Operations are not conducted in known or forecast icing conditions, and</li> <li>c) Both ice detection systems are</li> </ul>
to 9175 not incorporating SB#700-27-048 or SB#700-1A11-27-011)  protection system (outboard), sensors may be inoperative provided the L (R) WING ANTI-ICE FAIL Caution or WING A/ICE SENSOR Advisory message is not annunciated.	•					
	to 9175 not incorporating SB#700-27-048 or	С	8	4	(M)	protection system (outboard), sensors may be inoperative provided the L (R) WING ANTI-ICE FAIL Caution or WING A/ICE SENSOR Advisory message is not
	/ 4.5					

AIRC	ERAL AVIATION ADMIN CRAFT:		R	EVISI	ON NO:	
	BD700-1A10 / -1A11	ı			04/20/20	11 30-2
	STEM,	RE			EGORY	
	UENCE NUMBERS &		2. N		ER INST	
TEM				3. N	1	REQUIRED FOR DISPATCH
		1			4. KEN	MARKS AND EXCEPTIONS
30	ICE PROTECTION					
	Wing Anti-Ice Temperature Sensors (WAITS) (cont'd)					
	(Applicable to s/n 9002 to 9175 with SB#700-27-048 or SB#700-1A11-27-011 incorporated, and s/n 9176 & sub)	С	8	-		Any combination of sensors may be inoperative provided the L (R) WING ANTI-ICE FAIL Caution or WING A/ICE SENSOR Advisory message is not annunciated.
1-05	WING XBLEED Switch					
	1) AUTO (mode unavailable)	С	1	0	(M)(O)	<ul> <li>May be inoperative provided:</li> <li>a) Wing anti-ice selector switch is operative,</li> <li>b) Wing anti-ice system is verified operative,</li> <li>c) Switch selections FROM L and FROM R are verified operative.</li> </ul>
	2) FROM L (manual)	С	1	0	(M)(O)	<ul> <li>May be inoperative provided:</li> <li>a) Flight is not conducted in known or forecast icing conditions,</li> <li>b) Both ice detection systems are operative, and</li> <li>c) Wing cross bleed valve is CLOSED.</li> </ul>
	3) FROM R (manual)	С	1	0	(M)(O)	<ul> <li>May be inoperative provided:</li> <li>a) Flight is not conducted in known or forecast icing conditions,</li> <li>b) Both ice detection systems are operative, and</li> <li>c) Wing cross bleed valve is CLOSED.</li> </ul>
21-01	Cowl Anti-Ice System AUTO Mode (LH and RH)	С	2	0	(M)	May be inoperative provided:  a) Associated manual mode is operative, and  b) Both ice detection systems are operative.

FEDERAL AVIATION ADMINATE AIRCRAFT:	NISTR			ON NC	: 12 PAGE NO:
BD700-1A10 / -1A11				03/16/	
1. SYSTEM,				GORY	
SEQUENCE NUMBERS &		2. N	IUMB	ER INS	TALLED
ITEM			3. NI	JMBEF	R REQUIRED FOR DISPATCH
				4. RE	MARKS AND EXCEPTIONS
30 ICE PROTECTION					
21-02 Cowl Anti-Ice Valves					
(Applicable to engine s/n 001 to 085 not incorporating BRR SB # 30-101200 Issue 01	В	2	1	(M)	<ul> <li>Except for ER Operations and Polar Ops, one may be inoperative CLOSED provided:</li> <li>a) Affected valve is secured CLOSED,</li> <li>b) Aircraft is not dispatched into known or forecast icing, and</li> <li>c) Both ice detection systems are</li> </ul>
	В	2	1	(M)	operative.  One may be inoperative OPEN provided:  a) Affected valve is secured OPEN,  b) Both ice detection systems are operative, and  c) Operations are conducted in accordance with the AFM Supplement for DISPATCH WITH COWL ANTI-ICE FAILED OPEN.
(Applicable to engine s/n 001 to 085 incorporating BRR SB # 30-101200 Issue 01, and engine s/n 086 & sub)	В	2	1	(M)	<ul> <li>One may be inoperative-provided:</li> <li>a) Affected valve is secured OPEN,</li> <li>b) Both ice detection systems are operative, and</li> <li>c) Operations are conducted in accordance with the AFM Supplement for DISPATCH WITH COWL ANTI-ICE FAILED OPEN.</li> </ul>
30-01 Probe Heaters					
1) Pitot/Static Probes	В	4	3	(M)	<ul> <li>Except where en route operations require its use, including RVSM, one may be inoperative provided: <ul> <li>a) ADC 1 and Standby system probes heating is operative,</li> <li>b) Associated ADC is deselected via the reversion switching system,</li> <li>c) TAT probes of the unaffected ADCs are operative,</li> <li>d) Operations are not conducted in visible moisture in any form,</li> <li>e) Operations are not conducted in known or forecast icing conditions, and</li> <li>f) Both ice detection systems are operative.</li> </ul> </li> <li>NOTE: Transponder and Flight Director /</li> </ul>
(cont'd)					Autopilot must use the same ADC data for RVSM.

FEDERAL AVIATION ADMIN AIRCRAFT:	1011			ON NO	: 12 PAGE NO:
BD700-1A10 / -1A11				03/16/2	
1. SYSTEM,	REI	PAIR	CATE	GORY	'
SEQUENCE NUMBERS &		2. N	IUMBI	ER INS	TALLED
TEM			3. NI	JMBER	REQUIRED FOR DISPATCH
				4. RE	MARKS AND EXCEPTIONS
30 ICE PROTECTION					
2) TAT probe	В	3	2	(M)	<ul> <li>Except where enroute operations, including RVSM, require its use, one may be inoperative provided:</li> <li>a) Operations are not conducted in visible moisture where TAT is 10 deg C or lower,</li> <li>b) Operations are not conducted in known or forecast icing conditions,</li> <li>c) Both Ice Detection systems are operative, and</li> <li>d) Operations are conducted in day VMC conditions only.</li> </ul>
1-01 Yaw Damper Heaters	С	2	1	(O)	One may be inoperative provided:  a) Yaw Damper with the inoperative heater is selected ON, and b) Both Yaw Dampers are verified operative before dispatch.
	С	2	0	(O)	<ul> <li>Both may be inoperative provided:</li> <li>a) Operations are conducted at or below FL410, and</li> <li>b) Both Yaw Dampers are verified operative before dispatch.</li> </ul>
1-02 Probe Heater monitor Channels (HBMU)	В	2	0	(M)	<ul> <li>Except for ER Operations and Polar Ops, one or both may be inoperative provided: <ul> <li>a) Both Ice Detection systems are operative,</li> <li>b) Operations are not conducted in known or forecast icing conditions,</li> <li>c) Operations are conducted under day VMC only,</li> <li>d) Yaw Damper heat associated with the inoperative channel is considered inoperative,</li> <li>e) En route operations, do not require its use, and</li> <li>f) Flights are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE.</li> </ul> </li> </ul>
					NOTE: The associated BTMS indications (both inboard and outboard) will be inoperative.

FEDERAL AVIATION ADMII AIRCRAFT:				ON NO: 11	PAGE NO:
BD700-1A10 / -1A11				04/20/2011	30-5
1. SYSTEM,	RE			GORY	
SEQUENCE NUMBERS & ITEM		2. ľ		ER INSTALLED	OD DICDATOLI
I I EIVI			3. N	JMBER REQUIRED F 4. REMARKS AND E	
				4. KEWAKKS AND E	EXCEPTIONS
30 ICE PROTECTION		 	 	 	
40-02 Enhanced Vision System - Ice Protectio	n				
1) EVS Fairing & IR Window Heat DE- ICE / ANTI-ICE Function	С	2	0	a) Opera known b) Ice det NOTE: With IR EVS ima humidity	may be inoperative provided: tions are not conducted in or forecast icing conditions, and ection system is operative.  Window heat inoperative, the age may degrade in high conditions, to the point of arance, as IR Window misting es
	C	2	0	a) Exposuto departo departo departo during condition during confirm d) En rout operation or forece e) Ice detarto f) EVS Ice g) IR Windownside NOTE:  1) Where consure exposure  cing is expected / encountered ation, landing diversion will be	
	D	2	0	IR Window ar	may be inoperative provided the nd EVS fairing are removed as and replaced with an approved e.

U.S.	DEPARTMENT OF TRA	NSP	ORT	ATION		MA OTED MINING IN EQUIDATE TO CO
	ERAL AVIATION ADMIN	ISTR				MASTER MINIMUM EQUIPMENT LIST
AIRC	RAFT: BD700-1A10 / -1A11			_	ON NO: 11 04/20/2011	PAGE NO: 30-6
1. SY	STEM,	REI			GORY	30-0
	UENCE NUMBERS &		2. N		ER INSTALLED	
ITEM				3. NU		RED FOR DISPATCH
30	ICE PROTECTION				4. REWARKS F	AND EXCEPTIONS
30	ICE PROTECTION			] I	 	
	2) IR Window – DE-MIST Function	С	1	0	accepta	inoperative provided EVS image is ble to the pilot.
					EV hui dis	th IR Window heat inoperative, the 'S image may degrade in high midity conditions, to the point of appearance, as IR Window misting creases.
		С	1	0		inoperative provided EVS IR Window considered inoperative.
	<ol> <li>EVS Fairing Temperature Sensors</li> </ol>	D	2	1	One ma	y be inoperative.
		С	2	0		ay be inoperative provided EVS fairing considered inoperative.
	IR Window     Temperature     Sensors	D	2	1	One ma	y be inoperative.
		С	2	0		ay be inoperative provided EVS fairing considered inoperative.
41-01	Windshield and Side Window Anti-Ice Controller Channels	С	4	3	a) Pilo and	<del></del>
						perations are not conducted in known forecast icing conditions
		С	4	2	a) Op or b) Pile and	
						th ice detection systems are erative.
81-01	Ice Detection Systems	С	2	1	cowl and icing co	by be inoperative provided wing and ti- ice systems are turned ON when nditions as defined in the AFM exist nticipated.
		С	2	0	are not	ay be inoperative provided operations conducted in known or forecast icing toonditions.

U.S. DEPARTMENT OF TRANS	POF	RTAT	ION	144 OTED 1415 HA EQUIDAENT LIGT
FEDERAL AVIATION ADMINIST	ΓRΑΊ	ΓΙΟΝ		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:				N NO: 13 PAGE NO:
BD700-1A10 / -1A11				5/15/2014 31-1
1. SYSTEM, SEQUENCE NUMBERS &	RE			EGORY ER INSTALLED
ITEM		Z. I		JMBER REQUIRED FOR DISPATCH
			J. 140	4. REMARKS AND EXCEPTIONS
31 INDICATING & RECORDING				
21-01 Clocks	С	2	1	1
	С	2	0	Both clocks may be inoperative provided: <ul><li>a) Correct time is displayed on the FMS, and</li><li>b) A reliable and functioning timepiece is readily available to all flight deck crew members.</li></ul>
	С	2	0	Both cockpit clocks may be inoperative provided:  a) Correct time is displayed on the NAV / IDENT Page of the FMS CDU(s), and b) A reliable and functioning timepiece is readily available to all flight deck crewmembers.
31-01 Flight Data Recorder (FDR)				
1) Part 91 Operations	Α	-	0	May be inoperative provided repairs are made   in accordance with 14 CFR.
2) Part 135 Operations	A	-	0	<ul> <li>May be inoperative provided: <ul> <li>a) Cockpit Voice Recorder is operative,</li> <li>b) Aircraft is not dispatched from designated airport as listed in the operator's MEL unless: <ul> <li>1. FDR failure occurs after pushback but before takeoff, or</li> <li>2. FDR repair was attempted but was not successful.</li> </ul> </li> <li>c) In those cases where repair is attempted but not successful, aircraft may be dispatched on flight or series of flights until the next designated airport where repair must be accomplished before dispatch, and</li> <li>d) Repairs are made within three flight days.</li> </ul> </li> </ul>
a) FDR Recording Parameters required by Regulations	Α	-	0	(O) Up to three (3) recording parameters may be inoperative provided:  a) Cockpit Voice Recorder is operative, and b) Repairs are made within twenty calendar days.
b) FDR Recording Parameters not required by Regulations	Α	-	0	May be inoperative provided repairs are made before completion of the next heavy maintenance visit.

U.S. [	DEPARTMENT OF TRANS	POF	RTAT	ION		MASTER MINIMUM EQUIPMENT LIST
FEDE	RAL AVIATION ADMINIST	ΓRΑΊ				
AIRC	RAFT:				N NO: 1	
4 0)/	BD700-1A10 / -1A11				5/15/201	
	STEM,	RE			EGORY	
ITEM	JENCE NUMBERS &		2. N			TALLED
I I EIVI				3. IN		REQUIRED FOR DISPATCH
		_			4. KEI	MARKS AND EXCEPTIONS
31	INDICATING & RECORDING					
31-02	Quick Access Recorder	D	1	0		
31-03	Pilot Event Marker	Α	1	0		May be inoperative provided repairs are made before completion of the next heavy maintenance visit (C check).
33-01	Cockpit Printer (Flight Deck)	С	1	0	(O)	May be inoperative provided alternate procedures are established and used.
		D	1	0		May be inoperative provided routine procedures do not require its use.
41-01	Integrated Avionics Computer (IAC) #3 (except Global Vision)	В	1	0	(O)	<ul> <li>May be inoperative provided: <ul> <li>a) Reversion switching system is operative,</li> <li>b) All EICAS displays are operative, and</li> <li>c) Both AP Quick DISC buttons, and both A/T disengage switches are operative.</li> </ul> </li> <li>NOTE: <ul> <li>Loss of IAC #1 or #2 results in loss of one autothrottle system, one yaw damper system, one autopilot system, one Flight Director and one FMS.</li> </ul> </li> </ul>
41-02	IAC Battery (Low Battery condition) (except for Global Vision)	С	3	0	(M)(O)	One or all batteries may indicate low / failed provided at least one FMS is loaded with mission parameters.  NOTE: Affected FMS will revert to default settings if respective battery fails. Unit can be re-programmed before flight.
43-01	Lamp Dimmer Power Supplies (LDPS) (except Global Vision)	С	3	2		

U.S. I	DEPARTMENT OF TRANS	SPOR	RTAT	ION		
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	ERAL AVIATION ADMINIS' RAFT:	IKAI		/ISIOI	N NO: 13 PAGE NO:	
7.111.0	BD700-1A10 / -1A11				5/15/2014 31-3	
1. SY	STEM,	RE	PAIR	CATE	EGORY	
	JENCE NUMBERS &		2. N		ER INSTALLED	
ITEM				3. NU	JMBER REQUIRED FOR DISPATCH	
					4. REMARKS AND EXCEPTIONS	
31	INDICATING & RECORDING					
43-02	Lamp Driver Unit (LDU) - Channels					
	(Global Vision only) 1) Channel A (Lamp Test 1)	С	1	0	May be inoperative provided Channel B (Lamp Test 2) is operative.	
	2) Channel B (Lamp Test 2)	С	1	0	May be inoperative provided Channel A (Lamp Test 1) is operative.	
					Note: Where BATT BUS is the only source of power, overhead Fire Handles will not illuminate in response to FIRE TEST during the AFM Flight Compartment Safety Check, First Flight of the Day and prior to APU start. Master Warning and EICAS Fire Test indications remain normal.	
61-01	Display Units					
	1) (except Global Vision)	В	6	5	(M) Except for ER operations, Display Unit #4 may be inoperative provided reversion switching system is verified operative.	
	2)	С	4	3	LWR Display may be inoperative provided it remains selected OFF.	
	(Global Vision only)				NOTE: One display Radio Tuning function is considered inoperative. (See MMEL item 23-81-02)	
61-02	Electronic Checklist System					
	a) (except Global Vision)	D	1	0		I
	<ul><li>b) Electronic Checklist Databases (Global Vision only)</li></ul>	С	4	2	May be inoperative.	I
		С	4	0	May be inoperative provided at least two IFIS systems are operative.	 
		С	4	0	May be inoperative provided alternate copies of checklists are available in the cockpit.	 

U.S. DEPARTMENT OF TRANS	SPOF	RTAT	ION	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINIST	TRAT	ΓΙΟΝ		W/OTER WINNINGWEGON WEIGH EIGH
AIRCRAFT:				N NO: 12 PAGE NO:
BD700-1A10 / -1A11 1. SYSTEM,	DE			3/16/2012 31-4 EGORY
SEQUENCE NUMBERS &	KE			EGORT BER INSTALLED
ITEM		2.1		UMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS
31 INDICATING & RECORDING				
61-03 Control Tuning Panels (CTPs) (Global Vision only)  1) Display Control				
Push-buttons/ Knobs(NAV - FMS; - /+;FULL-HALF / MAP; IN- HPA / STD)	С	14	-	Any or all display control pushbuttons may be inoperative on one CTP, provided respective selections are operative on the respective DU menus.
				NOTE: For radio tuning system failures, refer to MMEL item 23-81-02.
2) BRT / OFF knob	С	2	1	<ul> <li>(O) May be inoperative provided:</li> <li>a) Display brightness is acceptable to the affected crewmember, and</li> <li>b) Reversionary tuning is confirmed operative from the unaffected CTP.</li> </ul>
3) TUNE/MENU button	С	2	1	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Reversionary DU radio tuning is confirmed to be operative for both sides,</li> <li>b) DU menus are used for lost CTP MENU functions,</li> <li>c) Planned destination and alternate airports must have an approach available other than VOR,</li> <li>d) Planned operations must not require selection between MAG and TRUE, or vice versa,</li> <li>e) CAT II ILS approach is not planned at destination, .and</li> <li>f) Operations and/or approach minimums do not require the following functions performed by the affected crewmember: <ul> <li>Weather radar ON/OFF</li> <li>EVS ON/OFF</li> <li>MINIMUMS (MDA / DH) set</li> <li>MAG / TRUE heading selection</li> <li>BRG 1 &amp; 2 selection</li> <li>CRS SEL adjustment</li> </ul> </li> </ul></li></ul>
4) IDENT button	С	2	1	(O) May be inoperative provided:  a) IDENT button on the unaffected CTP is confirmed operative, and  b) Reversionary DU radio tuning is confirmed to be operative for both sides.

	ERAL AVIATION ADMINIST	[RA]				
AIRC	CRAFT:	_			NO: 13	PAGE NO:
4 67	BD700-1A10 / -1A11				5/15/2014	31-5
	STEM,	RE			GORY	
	UENCE NUMBERS &		2. N		ER INSTALLED	
ITEM	1			3. NI		D FOR DISPATCH
					4. REMARKS AI	ND EXCEPTIONS
31	INDICATING & RECORDING					
	5) 1 / 2 button	С	2	1	a) 1/2 conf b) Rev	noperative provided:  2 button on the unaffected CTP is firmed operative, and rersionary DU radio tuning is firmed to be operative for both sides.
	6) TUNE / DATA knob	С	2	1	a) Affect b) CTP inope	noperative provided: cted unit is selected to OFF, and radio tuning is considered erative, in accordance with MMEL 1-02.
	7) Line Select Keys (LSK)	С	-	-	inoperativ available NOTE: una affe	of individual functions may be ve on CTPs provided access is via DU menus.  Where system / function selection is available through CTP or DU menus, ected function is considered operative.
31-04	Multifunction Keyboard Panel (MKP)  (incl. alphanumeric keys and Quick Access Keys)  (Global Vision only)	С	2	1	a) Rad both b) All f both c) Ope dep NOTE: ENT inde	be inoperative provided: dio tuning capability is operative on a CTPs. functions are confirmed operative on a cursor control panels, and erating procedures are not bendent on its use.  TER, CAS and MKP Arrow keys are expendent functions of the MKP. Their citions are unaffected during MKP are.
	1) Quick Access Keys (QAKs)  a) FMS QAKs -  ( D →, MSG, FMS, ROUTE, DEP/ARV, CNC, EXEC)	С	14	-	provided: a) Oper their b) Affec avai	I FMS keys may be inoperative  rating procedures do not require r use, and cted functionality is confirmed ilable on DUs thru both Cursor itrol Panels.

	DEPARTMENT OF TRANS					MASTER MINIMUM EQUIPMENT LIST
	RAFT:	111//			N NO:	13 PAGE NO:
'	BD700-1A10 / -1A11				5/15/20	
	STEM,	RE	PAIR	CATI	EGOR'	(
	UENCE NUMBERS &		2. N			STALLED
ITEM				3. NI		R REQUIRED FOR DISPATCH
		-			4. RE	MARKS AND EXCEPTIONS
31	INDICATING & RECORDING					
	b) CNS	С	2	1	(O)	One may be inoperative provided CNS functionality is confirmed available on DUs thru both Cursor Control Panels.
	c) CHART	С	2	1	(O)	One may be inoperative provided CHART functionality is confirmed available on DUs thru both Cursor Control Panels.
	d) ECL/SYS	С	2	1	(O)	One may be inoperative provided functionality is confirmed available on DUs thru both Cursor Control Panels.
	Arrow Keys     (Cursor Control)	С	8	0		Any or all may be inoperative provided both cursor control panel track-balls are confirmed operative.
	3) ENTER keys	С	2	1	(O)	One may be inoperative provided associated Cursor Control Panel SELECT push-button is confirmed operative.
	4) CAS key	С	2	1		One may be inoperative.
	5) LCD readout	С	2	1		One entire MKP LCD display may be inoperative provided keystrokes are legible on MFW
	a) LCD Display segments	D	-	-		Individual MKP display segments may be inoperative provided keystrokes are legible on MFW
61-05	Cursor Control Panel (CCP)	В	2	1	(O)	Any or all functions of one CCP may be
	(Global Vision only)					inoperative provided:  a) Radio tuning capability is operative on both control tuning panels,  b) DU display radio tuning is confirmed operative on both sides using MKP arrows and ENTER buttons,  c) All Display Units are operative, and d) Operating procedures are not dependent on its use.  NOTES:  PTT and DSPL SEL buttons are independent functions in the CCP and their functionality may not be affected during internal CCP failure.  Any operative buttons may continue to be used.  Inoperative PTT buttons are associated with MMEL Item 23-51-02, Boom mics.

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1 00	BD700-1A10 / -1A11 STEM,	DE			5/15/2014 31-7 EGORY				
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ITEM					JMBER REQUIRED FOR DISPATCH				
					4. REMARKS AND EXCEPTIONS				
31	INDICATING & RECORDING								
	1) SELECT button	С	4	2	One SELECT button per CCP may be inoperative provided ENTER button is confirmed operative on both MKPs.				
		В	4	2	Both may be inoperative on one CCP provided ENTER button is confirmed operative on respective MKP.				
	2) Double-Stack Knobs (DSK)	С	2	1	Any or all functions of one DSK knob may be I inoperative provided all functions of I associated MKP are operative.				
	3) MENU button	С	2	0	One or both MENU buttons may be inoperative provided DU menu selection is confirmed using respective MKP arrows and ENTER button.				
	4) Escape (ESC) button	С	2	0	One or both may be inoperative.				
	5) Display Select buttons (DSPL SEL)	С	6	0	Any or all may be inoperative provided arrow keys are operative on associated MKP.				
	6) Trackball	В	2	1	May be inoperative provided all arrow I buttons on both MKPs are confirmed I operative.				
	Reversion Switch Panel (RSP) (Global Vision only)								
	DU Switches     (Dimming function)	С	4	3	One may be inoperative provided display brightness is acceptable to the affected crewmember for the intended mission.				
	2) DU Switches (OFF function)	С	4	3	. I				
	3) TUNE switch (VHF 2 121.5 function only)	C	1	0					

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FEDE	ERAL AVIATION ADMIN	ISTRA	ΔΤΙC	N		MASTER MINIMUM EQUIPMENT LIST
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	STEM,	REP			GORY	
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ITEM				3. NU		REQUIRED FOR DISPATCH
					4. KE	MARKS AND EXCEPTIONS
32	LANDING GEAR					
30-01	Landing Gear Retraction System	A	1	0	(M)	Aircraft may be dispatched for one flight day, provided:  a) All gear doors (not attached to gear leg) close normally, b) Approved ground lock-pins are installed (flags removed) for flight, c) All weight-on-wheels sensors are operative, d) Both ice detector probes are operative, e) Both packs are operative, f) EGPWS (Terrain Modes) is considered inoperative, g) Aircraft is operated in accordance with AFM Supplement for Dispatch With Landing Gear Retraction System Inoperative, and h) If GEAR DISAGREE Caution is annunciated during flight, nose-wheel steering is to be selected OFF for landing.
31-01	Landing Gear Selector Handle Anti-Retraction Mechanism	С	1	0	(M)	May be inoperative in LOCKED position (down) provided downlock release mechanism is verified operative.
32-01	Nose and Main Gear Door Uplock Sensors	С	3	0		All may be inoperative provided the EICAS gear door indications are operative.
43-01	Brake Accumulator on Hydraulic System #2	A	1	0	(O)	May be inoperative provided:  a) Both thrust reversers are operative, b) Hydraulic electric pumps 3A, 3B & 2B (ACMP) are operative, c) Autobrake is selected to OFF, and d) Repairs are made within three flight days.

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22	LANDING GEAR				4. NEI	WARRS AND EXCEPTIONS
32	'					
43-02	EICAS Brake Pressure Readouts	С	2	0	(M)	<ul> <li>Both may be inoperative provided:</li> <li>a) Brake accumulator(s) nitrogen pressure is checked prior to the first flight of the day,</li> <li>b) Capability of brake accumulators to retain adequate hydraulic fluid for brakes is verified prior to the first flight of the day, and</li> <li>c) Hydraulic pressure indications are operative.</li> </ul>
43-03	Autobrake System	С	1	0		May be inoperative provided autobrake selector switch remains in the OFF position.
43-04	Brake Temperature Monitoring System (BTMS)	В	1	0		May be inoperative provided operations are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE.
	1) Brake Temperature Sensors	С	4	-		One temperature sensor may be inoperative provided operations are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE.
43-05	Wheel Speed Transducer Coils	С	8	7	(M)	One may be inoperative provided no other brake faults are indicated in the on-board maintenance system.
43-06	Brake Accumulator Pressure Gauges	С	2	0	(M)	Both may be inoperative provided accumulator pre-charge pressure is checked using a suitable pressure gauge before the first flight of each flight day.
50-01	Nosewheel Steering					(deleted, Rev 13)

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ITEM				3. NU	JMBER REQUIRED FOR DISPATCH
		_			4. REMARKS AND EXCEPTIONS
33	LIGHTS		ļ		
11-01	Cockpit/ Flight Deck/ Flight Compartment and Instrument Lighting Systems	С	-	-	Individual lights may be inoperative provided remaining lights are:  a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crew members eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
					NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.  NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.
13-01	Cockpit Dome Light (Area Lights)	С	2	0	
21-01	Cabin Interior Lights	С	-	-	<ul> <li>May be inoperative provided:</li> <li>a) Cabin Emergency Lighting is operative for cabin crew to perform required duties, and</li> <li>b) Sufficient lighting is operative for cabin crew to perform required duties, and</li> <li>c) Lighting configuration at dispatch is acceptable to the flight crew.</li> </ul>
21-02	Entrance Area Lighting	D	-	0	I
21-03	Stair Lighting Systems	D	-	0	May be inoperative provided a flashlight is used to illuminate stairs for night operations.
22-01	Passenger Information Signs "Fasten Seat Belts / No Smoking"	С	-	0	(O) May be inoperative provided alternate   procedures are established and used to notify   cabin occupants.
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31-01				_							
	Compartment Light	D	1	0							
31-02	Avionics										
0.02	Compartment Lights	D	6	0							
31-03	APU Compartment Light	D	1	0							
	Ligiti		'								
31-04	Aft Equipment	_		_							
	Compartment Light	D	-	0							
31-05	Aft Service Area										
	Lights / Engine Pylon										
	Lights	D	2	0							
31-06	Main Gear Wheelwell										
***	Service Lights	D	2	0							
40.01	D										
40-01	Baggage Compartment Lights	С	_	0	(O) May be inoperative providing adequate	ı					
	25pa.tinonic Ligitio	•			alternate lighting is available.	1					
		D	_	0	May be inoperative for daylight operations.						
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					4. REMARKS AND EXCEPTIONS
33	LIGHTS			1	
41-01	Landing Lights	С	4	0	May be inoperative provided aircraft is not poperated at night.
	1) Nose Gear	С	2	1	One may be inoperative provided the sameside wing landing light, and associated taxi light are operative.
		С	2	0	Both may be inoperative provided the wing landing lights, and both taxi lights are operative.
	2) Wing Landing Lights	С	2	1	One may be inoperative provided both nose gear mounted landing lights and the associated taxi light and are operative.
		С	2	0	Both may be inoperative provided nose gear mounted landing lights, and both taxi lights are operative
41-02	Taxi / Recognition Lights	С	2	1	One may be inoperative provided the sameside wing and same-side nose gear mounted landing lights are operative.
		С	2	0	Both may be inoperative provided both wing and both nose gear mounted landing lights are operative.
		С	2	0	Both may be inoperative provided aircraft is not operated at night.
41-03 ***	Wing-Tip Taxi Lights	D	2	0	One or both may be inoperative.
41-04	Pulselite® Landing Lights System	D	1	0	
42-01	Navigation Lights				
	Wing Tip     Position Light     Bulbs	С	4	2	One bulb may be inoperative at each position.
	(cont'd)	С	4	0	Any or all may be inoperative for day operations.

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33	LIGHTS			  -							
42-01	Navigation Lights (cont'd)										
	Aft Position Light     Bulbs	С	2	1							
		С	2	0	Both may be inoperative provided aircraft is not operated at night						
		С	2	0	Both may be inoperative provided both wing and both gear mounted landing lights are operative.						
					(deleted) I						
43-01	Anti-Collision Strobe Lights (Wing and Tail)	С	3	0	May be inoperative provided aircraft is not operated at night.						
		С	3	0	May be inoperative provided upper and lower I fuselage anti-collision beacon lights are operative with the BEACON switch in the WHT position.						
43-02	Red / White Beacon Lights (Upper and lower fuselage)	С	4	0	May be inoperative provided aircraft is not poperated at night.						
	1) Red Beacons	С	2	0	One or both may be inoperative provided adequate precautions are taken to clear danger areas before engine start and while engines are running.						
	2) White Beacons	С	2	0	One or both white beacons may be inoperative provided all wing & tail anticollision strobe lights are operative and selected ON prior to flight.						

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33	LIGHTS	Į	<u> </u> 	 								
45-01	Wing Inspection Lights	С	2	0	<ul> <li>Both may be inoperative provided:</li> <li>a) Both Ice Detection Systems are operative,</li> <li>b) Ground de-icing procedures do not require their use, and</li> <li>c) A portable lamp/light, of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions.</li> </ul>							
46-01 ***	Logo Lights	D	2	0								
50-01	Interior Emergency Lights		1	1	Must be operative.							
	1) Individual Lights	С	-	-	May be inoperative provided compliance to certification requirements has been satisfied with only the remaining lights.							
	2) Crew Rest Facility - Bunk	D	-	-	<ul> <li>(O) May be inoperative provided:         <ul> <li>a) Crew Rest Facility – Bunk is not occupied, and</li> <li>b) Crew Rest Facility – Bunk is placarded INOPERATIVE – DO NOT USE.</li> </ul> </li> </ul>							
50-02	Floor Proximity Escape Path Lighting	С	-	-	Where required by 14CFR, individual sources I may be inoperative provided FAA approved minimum lighting levels specified in one of the following documents are complied with:  a) FAA engineering approval letter; OR  b) FAA approved report of the Type Design holder; OR  c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC); OR  d) The Master Drawing List of the applicable STC.							
51-01	Exterior Emergency Lights	С	3	0	May be inoperative provided aircraft is not operated at night.							

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34	NAVIGATION	1	ı		 						
10-01	Air Data Computers (ADC)	В	3	2	(M)(O)	One may be inoperative provided:  a) ADC #1 is operative, b) Reversion Switching System is operative, c) Four pitot-static probes are functional, including the probe heaters, and d) TAT probes of the unaffected ADCs are operative.  NOTE: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.					
11-01	Total Air Temperature Systems  1) TAT #2 2) TAT #3	ВВ	1	0		May be inoperative provided ADC #2 is considered inoperative.  May be inoperative provided ADC #3 is considered inoperative.					
13-01	(deleted)					(deleted)					
14-01	(deleted)					(deleted)					
21-01	Standby Attitude Indicator (A/C s/n 9002 to 9158) (For aircraft 9159 &	С	1	0		May be inoperative provided not required by 14 CFR.					
	sub, see MMEL item 34-24-01, below)	В	1	0	(M)	May be inoperative provided:  a) Operations are conducted in day VMC, and  b) Operations are not conducted into known or forecast over-the-top conditions.					

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34	NAVIGATION					WINTED EXCELLING
2-01	Non-stabilized Magnetic Compass (Standby Compass)	В	1	0		May be inoperative provided three IRS stabilized compass systems are operative.
	(Standby Compass)	В	1	0	(O)	May be inoperative provided:
		ם	1	0		<ul> <li>a) Any combination of two IRS stabilized compass systems operate normally, and</li> <li>b) Aircraft is operated: <ol> <li>with dual independent navigation capability, and</li> <li>under positive radar control by ATC on the enroute flight phase, or one of the systems is a TSO'd GPS which provides track information.</li> </ol> </li> </ul>
		С	1	0	(O)	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two IRS stabilized directional gyro systems are installed, operative, and if necessary, used in conjunction with approved Free Gyro Navigation Techniques.
3-01	Flight Director Systems					
	1) (except Global Vision)	С	2	1		Except for ER Operations, one flight director may be inoperative provided approach procedures are not dependent on its use.
	a) Flight Director Modes	С	-	-		Except where en route operations or approach minimums / procedures require their use, individual flight director modes may be inoperative.  (deleted)
						NOTE1: Flight director altitude hold mode is required for RVSM Operations.  NOTE2: Any flight director mode, which is operative, may be used.

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34	NAVIGATION					
	2)			1		
	(Global Vision only)					
	a) FD Channels	С	4	1	of cha	ot for ER Operations, any combination annels may be inoperative provided and/or approach requirements are
	b) Flight Director Modes	С	-	-	appro their u	ot where en route operations or bach minimums / procedures require use, individual flight director modes be inoperative.  (deleted)
						OTE 1: Flight director altitude hold mode is required for RVSM Operations. OTE 2: Any flight director mode, which is operative, may be used.
	i) EDM Button (Emergency Descent Mode)	С	1	0		ne inoperative provided switch is rded "INOP" on the flight control panel.
24-01	Integrated Electronic Standby Instrument (IESI) 1) Attitude / Slip Skid Function	Α	1	0	provid a) ( b) ( k c c) E	be inoperative for two flight days ded: Operations are conducted in day VMC, Operations are not conducted into known or forecast over-the-top conditions, and Each primary flight display is fed from ndependent IRSs.
	2) STD (Standard) Button	С	1	0	May b	pe inoperative.
	3) +/- Buttons (brightness)	В	2	0		Bright controls may be inoperative ded the display intensity is adequate.

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					4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
	4) ILS/LOC/GS	D	-	0	
	5) Metric Altitude Display Selection (Global Vision only)	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided routine procedures do not require its use
	6) Vertical Accelerometer (ISI FAULT Advisory) (Global Vision only)	С	1	0	
		С	1	0	May be inoperative in combination with a single inoperative ADC and/or IRS, provided aircraft is not dispatched into ER operations.
					NOTE: Failure of second IRS or ADC will cause loss of all autopilot function.
31-01	VHF Navigation Systems (VOR/ILS #1)	С	1	0	
32-01	Head-up Guidance System	D	1	0	May be inoperative provided approach minimums are not dependent on its use.

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32-02	Enhanced Vision System (incl. Infrared Sensor Unit)	D	1	0	(M)	May be inoperative provided EVS fairing and IR Window heater functions are operative.	
						NOTE: For loss of IR Window heat functions, see MMEL Item 30-40-02.	ı
	1) Infrared Window	D	1	0	(M)	May be scratched or crazed provided damage limits are not exceeded.	
						NOTE: Where the EVS image is adversely affected, the system is to be considered inoperative.	
		D	1	0	(M)	May be removed with fairing assembly and replaced with an approved blanking plate.	
						NOTE: For loss of IR Window heat functions, see MMEL Item 30-40-02.	
	2) CLEAR Switch	D	1	0		May be inoperative provided the EVS is not used.	ı
	3) EVS Infrared Image -						
	<ul><li>i) EVS image on FMS CDU (except Global Vision)</li></ul>	D	1	0		May be inoperative provided the EVS is not used in lieu of natural vision below minimums and is only used for enhanced situational awareness.	I
	ii) EVS Image on Multi-Function Window (Global Vision only)	D	4	0		Any or all EVS MFW video may be inoperative provided the EVS is not used in lieu of natural vision below minimums and is only used for enhanced situational awareness.	 
34-01	Synthetic Vision System (SVS) (including Database)	D	1	0		NOTE:	
	(Global Vision only)					SVS is considered inoperative if either database is out of date.	
41-01	Weather Radar System	С	1	0		As required by Regulations.	
						NOTE for Global Vision: For loss of supplemental WX info / graphics overlays, see MMEL Item 46-20-01 – IFIS.	

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		4. REMARKS AND EXCEPTIONS						
34	NAVIGATION							
1-02	Weather Radar Controllers	С	2	1				
12-01	GPWS / TAWS							
	1) GPWS /TAWS	Α	1	0	(O)	May be inoperative provided:  a) Alternate procedures are established and used,  b) Repairs are made within two flight days.		
	a) Terrain Avoidance (Modes 1 thru 4)	Α	4	0	(O)	May be inoperative provided:  a) Alternate procedures are established and used, and b) Repairs are made within two flight days.		
	b) Test Mode	Α	1	0		May be inoperative provided:  a) GPWS /TAWS is considered inoperative, and b) Repairs are made within two flight days.		
	c) Glideslope Deviation (Mode 5)	В	2	0				
***	d) Advisory Callouts (Mode 6)	С	1	0	(O)	May be inoperative provided alternate procedures are established and used.		
	(ten or more passenger seats)	В	1	0	(O)	May be inoperative provided alternate procedures are established and used.		
	(six to nine passenger seats)	С	1	0	(O)	May be inoperative provided:  a) Advisory callouts not required by 14 CFR, and  b) Alternate procedures are established and used.		
	e) Windshear Mode (Mode 7)	В	1	0	(O)	<ul> <li>May be inoperative provided:</li> <li>a) Alternate procedures are established and used, and</li> <li>b) Takeoffs and landings are not conducted in known or forecast windshear conditions.</li> </ul>		
	(cont'd)					NOTE: Alternate procedures should include reviewing windshear avoidance and recovery procedures.		

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	2) TERRAIN function— Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions							
	a) (except Global Vision)	В	1	0		May be inoperative p selected OFF.	provided system is	
	b) (Global Vision only)	В	1	0		May be inoperative p a) TERRAIN is se TAWS panel, a b) TERRAIN is de OVRLY menu.	elected OFF at the and e-selected at MAP	
	i) TERRAIN Display	В	1	0		May be inoperative p selected from MAP C	provided TERRAIN is de- DVRLY menu.	
42-02 ***	Surface Management System (SMS)	С	-	-				
	(Global Vision only)							
43-01	Traffic Collision and Avoidance System (TCAS II)	В	-	0	(M)	and	activated and secured, oproach procedures do	
		С	-	0	(M)(O)	May be inoperative pa Not required b System is dea and	orovided: by 14 CFR, activated and secured, proach procedures do	I
	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Displays	С	2	1	(M)	side provided:  a) TA and RA vison the flying p	udio function is operative	

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24	NAVIGATION				4. REN	MARKS AND EXCEPTIONS					
34	NAVIGATION	ļ i			 						
	Resolution     Advisory (RA)     Display System(s)	С	2	1		May be inoperative on non-flying pilot side.					
		С	1	0	(O)	<ul> <li>May be inoperative provided:</li> <li>a) Traffic Alert (TA) visual display and audio functions are operative,</li> <li>b) TA ONLY mode is selected by the crew, and</li> <li>c) Enroute or approach procedures do not require its use.</li> </ul>					
	3) Traffic Alert Display System(s)	С	1	0	(O)	<ul> <li>May be inoperative provided:</li> <li>a) RA visual display and audio functions are operative, and</li> <li>b) Enroute or approach procedures do not require its use.</li> </ul>					
	4) Audio Functions	В	1	0		May be inoperative provided enroute or approach procedures do not require use of TCAS.					
***	5) "ABOVE / BELOW" Airspace Selection	С	-	0							
44-01	Radio Altimeter										
	(except Global Vision)	С	2	1	(M) (O)	One may be inoperative provided approach minimums are not dependent on its use.					
						NOTE: The flight director must be coupled to the PFD with the operative Radio Altimeter for landing with autothrottle engaged.					
		A	2	0	(M)(O)	Both may be inoperative provided:  a) GPWS is considered inoperative, b) TCAS is considered inoperative, c) Landings are conducted in accordance with the Non-Normal Procedures for Dual Radio Altimeter Failure, and d) Repairs are made within two flight days.					

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34	NAVIGATION								
	Radio Altimeter (cont'd)								
	2) (Global Vision only)	С	2	1					
		A	2	0	(O)	<ul> <li>Both may be inoperative provided:</li> <li>a) TAWS is considered inoperative,</li> <li>b) TCAS is considered inoperative, and</li> <li>c) Landings are conducted in accordance with the Non-Normal Procedures for Dual Radio Altimeter Failure, and</li> <li>d) Repairs are made within two flight days.</li> </ul>			
45-01	Inertial Reference Systems	С	3	2	(M)(O)	One may be inoperative provided:  a) Independent attitude indication is available at each pilot's station,  b) Independent directional compass indication is available at each pilot's station, and  c) Standby Attitude Indicator is operative.			
15-02	Lasertrak NDU	С	1	0		May be inoperative provided two FMS are			
	(except Global Vision)					operative.			
45-03	IRS Mode Select Switches	С	3	2	(M)(O)	One may be inoperative provided:  a) Affected switch is selected to OFF,  b) Associated IRS is considered			
(except Glo	(except Global Vision)					<ul> <li>inoperative,</li> <li>c) Independent attitude indication is available at each pilot's station,</li> <li>d) Independent directional compass indication is available at each pilot's station, and</li> <li>e) Standby attitude indicator is operative.</li> </ul>			
47-01 ***	Lightning Detection / Sensor Systems (LDS) / (LSS)	С	1	0					
50-01	Integrated Nav Unit (INU) – Tray Mounted Cooling Fans	С	2	1	(M)	May be inoperative provided the remaining			
		J				fan is verified to operate normally.			

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	BD700-1A10 / -1A11		DATE: 05/15/2014 34-10							
1. SYSTEM, SEQUENCE NUMBERS &		RE		AIR CATEGORY 2. NUMBER INSTALLED						
ITEM	DENCE NUMBERS &		2. N		ER INSTALLED UMBER REQUIRED FOR DISPATCH					
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34	NAVIGATION				4. KEMAKKO AND EXCEL HONO					
51-01	Marker Beacon		·							
	Systems	С	_	_	Any in excess of that required by 14 CFR,					
	- <b>,</b>	C			may be inoperative.	ı				
					may be inoperative.					
52-01	Automatic Direction									
J_ 0.	Finding System	С	1	0						
	(ADF #1)									
53-01	Distance Measuring	D	-	_	Any in excess of those required by					
	Equipment Systems				Regulations may be inoperative.					
	(DME)									
54-01	ATC Transponders				May be inoperative provided:					
	and Automatic				<ul> <li>a) Operations do not require its use, and</li> </ul>					
	Altitude Reporting	В	2	0	b) Prior to flight, approval is obtained from					
	Systems				ATC facilities having jurisdiction over					
					the planned route of flight.					
					NOTE: This item is RVSM critical.					
		D	-	1	Any in excess of those required by 14 CFR	ı				
					may be inoperative.	•				
***	1) Elementary /									
	Enhanced Surveillance /	Α	-	0	May be inoperative provided:					
	ADS-B Squitter				<ul><li>a) Operations do not require its use, and</li><li>b) Repairs are made prior to completion</li></ul>					
	Transmissions				of next heavy maintenance visit.					
54-02 ***	Automatic Dependent									
	Surveillance - Broadcast	D	2	_	(O) May be ineperative provided it is not					
	(ADS-B Out) System	ט	2	0	<ul><li>(O) May be inoperative provided it is not required by 14 CFR.</li></ul>	ı				
	(ADO-D Out) System				Toquilou by 17 Of IV.	j				
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						•				
55-01	Global Positioning				/ La La Cara (N	I				
	Systems / Sensors				(deleted)	I				
		С	2	1	One may be inoperative provided operations	ı				
					do not require its use.	i				

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34	NAVIGATION				4. REMARKS AND EXCEPTIONS					
	1) (except Global Vision)	A	-	0	(O) Except where operations require its use, may be inoperative provided:  a) Alternate procedures are established and used, b) EGPWS Terrain function is considered inoperative, and c) Repairs are made within two flight days.					
	2) (Global Vision only)	A	-	0	<ul> <li>(O) Except where operations require its use, may be inoperative provided: <ul> <li>a) Alternate procedures are established and used,</li> <li>b) TAWS Terrain / Obstacle Awareness function is considered inoperative,</li> <li>c) Synthetic Vision System is considered inoperative, and</li> <li>d) Repairs are made within two flight days.</li> </ul> </li> </ul>					
61-01	Flight Management Systems (FMS)	С	-	1	(O) Except where operations require its use, all but one may be inoperative provided alternate procedures are established and used					
	1) FMS Navigation Data Bases	С	-	-	<ul> <li>(O) May be out of currency provided: <ul> <li>a) Current Aeronautical Charts are used to verify navigation fixes prior to dispatch,</li> <li>b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight,</li> <li>c) Approach navigation radios are manually tuned and identified, and</li> <li>d) Approaches are not conducted using associated system.</li> </ul> </li> </ul>					
61-02	Data Loader	С	1	0						

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35	OXYGEN	1			4. KEN	WARKS AND EXCEPTIONS				
33	OXTOLIN	1	_	 	<u> </u> 					
12-01	Flight Crew Oxygen Pressure									
	<ol> <li>Gnd Service         Panel Pressure         Gauge     </li> </ol>	С	1	0	(O)	May be inoperative provided EICAS readout is operative and checked prior to each flight.				
	Bottle Pressure     Gauges	С	4	0	(M)	Any or all may be inoperative provided:  a) EICAS readout is verified normal, and b) Bottle SOV levers are verified OPEN.				
	3) EICAS Readout	В	1	0	(O)	<ul> <li>May be inoperative provided:</li> <li>a) Ground service panel pressure gauge or all bottle pressure gauges are operative and checked prior to each flight, and</li> <li>b) Minimum enroute altitude does not exceed 10,000 ft above MSL.</li> </ul>				
12-02	Oxygen Pressure Switch	С	4	3	(M)	One may be inoperative provided pressure on all bottle pressure gauges is operative and checked prior to each flight.				
12-03	Overboard Discharge Indicator	С	1	0		<ul> <li>May be missing provided:</li> <li>a) EICAS Oxygen readouts are serviceable,</li> <li>b) Oxygen pressure switch is operative, and</li> <li>c) Ground service panel pressure gauge is operative.</li> </ul>				
12-04	Crew Oxygen – Cruise Masks (incl. Mask mics)	С	-	-	(M)(O)	May be inoperative or missing provided the inoperative unit is removed from the installed location, secured out of sight and the unit and its installed location are placarded INOPERATIVE.				
20-01	Protective Breathing Equipment (PBE)	D	-	-		Any in excess of those required by Regulations may be inoperative.				
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35	OXYGEN									
	D 0									
21-01	Passenger Oxygen System	В	1	0	(O)	<ul> <li>Except for ER Operations, may be inoperative provided: <ul> <li>a) All components of cabin pressurization system are operative,</li> <li>b) Minimum enroute altitude does not exceed 14,000 ft above MSL,</li> <li>c) Operations are conducted at or below FL 250,</li> <li>d) Portable oxygen units capable of delivering two liters per minute for 30 minutes are available for 10 % of the passengers, and</li> <li>e) Operations procedures are established to ensure that passengers are appropriately briefed to accommodate revised equipment.</li> </ul> </li> </ul>				
	1) System TEST / RESET Switch (relief limited to Bombardier Completions Centre Installations)	С	1	0	(M)	May be inoperative provided alternate procedures are established and used to verify system operation.				
		В	1	0		May be inoperative provided passenger oxygen is considered inoperative				
21-02	Passenger Oxygen System – Automatic Presentation System	В	1	0		Except for ER operations, may be inoperative provided:  a) Manual deployment system (OVERRIDE) is operative, b) Flight remains at or below FL 300, and c) Minimum en route altitude does not exceed 10,000 ft MSL.				
21-03	Passenger Service Units	D	-	0	(M)(O)	Individual PSUs may be inoperative with no flight altitude restriction provided:  a) Affected seats, banks of seats and lavatories are blocked and placarded to prevent occupancy, b) No more than two consecutive banks of seats have an inoperative PSU, and				
21-04	Therapeutic Oxygen (First Aid) System	D	1	0		 				

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30-01	Portable Oxygen	_				
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36	PNEUMATICS				4. IXLI	IAING AND EXCELLIONS
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11-01	Bleed Pressure Transducer (BPT)	С	2	0	(M)	May be inoperative provided:  a) Associated air conditioning Pack Inlet Pressure Sensor (PIPS) is operative, and b) Associated IP Pressure Transducer (IPPT) is operative.
11-02	Fan Air Valve (FAV)	С	2	1	(M)(O)	<ul> <li>Except for ER Operations, one may be inoperative failed in OPEN position provided:</li> <li>a) Associated air conditioning pack is selected OFF and considered inoperative,</li> <li>b) Opposite air conditioning pack is operative,</li> <li>c) Opposite bleed system is operative, and</li> <li>d) Cross bleed valve is verified operative.</li> </ul>
11-03	HP Ground Connection	С	1	0	(M)	May be inoperative failed in CLOSED position.
12-01	Bleed Leak Detection Loops	С	18	9		Either loop A or loop B may be inoperative provided redundant loop in the same zone is operative.
	1) Wing Anti-Ice Leak	С	12	6	(M)	One loop in each section may be inoperative provided:  a) Power-up BIT test is performed on system prior to each dispatch into icing, and b) Cause of WING ANTI-ICE FAULT Advisory message is confirmed by maintenance.
		С	12	0		Both loops on each section may be inoperative provided:  a) Aircraft is not operated in known or forecast icing conditions, and b) Both ice detection systems are operative.
	2) Trim Air Leak	С	2	1		Except for ER Operations, one loop may be inoperative.
		С	2	0	(M)	Except for ER Operations, both loops may be inoperative provided:  a) Trim air switch is selected OFF, and b) Both HASOVs are secured CLOSED.

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38	WATER & WASTE			 i	i					
10-01	Potable Water Systems	С	-	-	(M)	Individual components may be inoperative provided:  a) Associated components are deactivated or isolated, and b) Associated system components are				
						verified not to have leaks.				
						NOTE:  Any portion of system which is I operative may be used. I				
		С	-	-	(M)	May be inoperative provided:  a) System is drained, and b) Procedures are established to ensure that system is not serviced.				
10-02	Lavatory Waste System	С	-	-	(M)	Individual component may be inoperative provided:  a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.				
						NOTE: Any portion of system which is operative may be used.				
		С	-	-	(M)	Associated lavatory system(s) may be inoperative provided:  a) Associated components are deactivated or isolated to prevent leak, and b) Associated lavatory door(s) is secured closed and placarded inoperative.				
						NOTE: These provisions are not intended to prohibit inspections by crewmembers.				

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					4. REMARKS AND	EXCEPTIONS				
45	CENTRAL MAINTENANCE SYSTEMS									
45-01	Centralized Maintenance Systems 1) Central Aircraft Information/ Maintenance System (CAIMS)	С	1	0						
	(except Global Vision)									
***	a) Cockpit Printer -									
	CAIMS Function	D	1	0						
						to ATA 23, Item 21-01 for				
					Data	ink (ACARS) printer function.				
	2) Onboard Maintenance System (OMS) (Global Vision only)	С	1	0						
45-02	Portable Maintenance Access Terminal (PMAT)	С	1	0						
	()									
	(except Global Vision)									

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46		ORMATION				7. IXLI	MARING AND EXCELLIONS				
	SYS	STEMS	 		 	 					
10-01	Elec	ctronic Flight Bags									
***	1)	Class 3 EFB	С	-	-	(O)	May be inoperative provided alternate procedures are established and used.				
							NOTE: Any function, program or document, which is operative, may be used.				
			D	-	0		May be inoperative provided procedures do not require its use.				
***	2)	Data Connectivity (Class 2)	С	-	-	(O)	May be inoperative provided alternate procedures are established and used.				
							NOTE: Any function, program or document, which is operative, may be used.				
			D	-	0		May be inoperative provided procedures do not require its use.				
***	3)	Power Connection (Class 1& 2)	С	-	-	(O)	May be inoperative provided alternate procedures are established and used.				
		(01033 10 2)					NOTE: Any function, program or document, which is operative, may be used.				
			D	-	0		May be inoperative provided procedures do not require its use.				
***	4)	Mounting Devices (Class 2)	С	-	-	(M)(O)	May be inoperative provided:  a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.				
			D	-	0	(M)	May be inoperative provided:  a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.				

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			4. REMARKS AND EXCEPTIONS						
46	INFORMATION SYSTEMS								
20-01	Integrated Flight Information System (IFIS)	С	-	0	Any or all functions may be inoperative provided alternate source(s) of current approved flight documentation and navigation charts are available.				
	(Global Vision only)				NOTES: Any current and operative functions may continue to be used.				
					Depending upon operational certification, I inoperative IFIS systems may impact dispatch with paperless cockpit.				
					Absence of all IFIS will render SMS Target Runway Identification inoperative.				
	1) DOCUMENT READER FUNCTION (ELECTRONIC AFM, QRH, ETC.)	С	-	-	Any or all functions may be inoperative or out of currency provided alternate source(s) of current approved flight documentation and navigation charts are available.				
***	2) DATABASE Applications (Electronic Charts, Supplemental Wx Info / Graphic Overlays, (XM Weather, Universal	С	-	-	Any or all individual databases may be may be inoperative or out of currency provided:  a) Procedures do not require their use, and b) They are not used to define route of flight.  NOTES:				
	Weather, etc.)				Any current and operative functions may continue to be used.				
					Absence of all IFIS will render SMS Target Runway Identification inoperative.				
					Refer to MMEL 34-41-01 – Weather Radar System - for inoperative basic Wx radar. IFIS database applications / subscriptions not				
					used by individual operators should be listed in operator's NEF list.				
30-01	Information Management System (IMS)	Α	-	0	(O) One or all functions may be inoperative provided:  a) Datalink printer operation is confirmed,				
	(Global Vision only)				<ul> <li>b) IMS power remains de-activated, and</li> <li>c) Repairs are made in time to maintain database update requirements, or at next heavy maintenance visit, whichever comes first.</li> </ul>				
					NOTES: Updating of FMS database and IFIS database items: flight plans; user checklists; etc, will not be available.				

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49	AUXILIARY POWER					
10-01	Auxiliary Power Unit (APU)	С	1	0	(M)(O)	Except for ER Operations and Polar Ops, may be inoperative provided the inlet door is secured CLOSED.  NOTE: Mission flight planning should ensure availability of alternate means for engine starting (ie: ground air cart).
14-01	APU Air Intake Door linear actuator	С	1	0	(M)	Except for ER Operations and Polar Ops, may be inoperative CLOSED provided:  a) APU intake door is secured CLOSED, and  b) APU is considered inoperative.
		Α	1	0		Aircraft may be dispatched for one flight day, with APU inlet door partially - OPEN provided:  a) APU wind-milling RPM is monitored per AFM Non-Normal Procedure for APU DOOR FAIL Caution, and b) AFM performance corrections for APU ON are applied.
		С	1	0	(M)	<ul> <li>Except for ER Operations and Polar Ops, may be inoperative fully OPEN provided:</li> <li>a) APU is operated continuously during flight, and</li> <li>b) AFM performance corrections for APU ON are applied.</li> </ul>
52-01	APU Load Control Valve (LCV)	С	1	0	(M)	Except for Polar Ops, may be inoperative provided it is secured CLOSED.  NOTE:  The APU is still available as a source of
61-01	APU Subsystems					electrical power, if required.  Any or all may be inoperative as indicated by "APU FAULT" advisory message on ground provided the APU is operative (start and shutdown normally).
	1) EGT Thermocouples	С	2	1		
	2) Speed Sensors	С	2	1		
	3) Fuel Filter	С	1	0		

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ITEM					JMBER REQUIRED FOR DISPATCH				
					4. REMARKS AND EXCEPTIONS				
49	AUXILIARY POWER			i					
	4) Oil Filter	С	1	0	APU may be operated with impending oil filter bypass indicated provided:  a) Engines are started by an external power source, and b) APU is used only where required by AFM Emergency Procedures.				
	<ol><li>5) APU Generator Oil Filter</li></ol>	С	1	0					
	6) Hour Meter	С	1	0					
	o) Hour Motor	O	'						
	7) Start Counter	С	1	0					
	8) Sump Oil Heater	С	1	0	Except for Polar Ops, may be inoperative provided a minimum of three engine generators are operative.				
	9) Dual Ignition Box	С	2	1	One channel may be inoperative.				
	Channels				NOTE: With one channel inoperative, delayed APU light-off may be observed.				
90-01	APU Oil Quantity Indication System	С	1	0	(M) May be inoperative provided oil quantity is visually verified before each departure.				

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	STEM,	RE			EGORY	-ALLED
	JENCE NUMBERS &		2. N		ER INST	
ITEM				3. N		REQUIRED FOR DISPATCH
					4. REN	MARKS AND EXCEPTIONS
52	DOORS					
1-01	Passenger Door Power					
1 01	Assist System	В	1	0	(14)(0)	May be ineperative provided:
	ricolor Cyclom	Ь	'	U	(M)(O)	May be inoperative provided:  a) Door is verified manually operative
						(open-able and close-able) without
						any interference,
						b) No counter-balance tensator springs are
						broken,
						c) A caution placard is affixed adjacent the
						door handle on the inside and outside of
						the aircraft, and
						d) Ground crews are used to assist door
						handling during opening and closing.
						NOTE: Door weight is in excess of 350 lbs.
						Without ground crew assistance, any
						subsequent component failure may
						cause door to drop at a rate
						adequate to incur damage or injury.
1-02	Passenger Door -					
	Folding Step Actuator	С	1	0		May be inoperative provided folding step
	(A/C s/n 9139 & sub					travels to full deploy and stow positions using
	and					assistance of door internal spring.
	Post SB 700-52-019 or SB 700-1A11-52-004)					
	3B 700-1A11-32-004)	С	1	0		May be inoperative provided folding step
		J	l '			travels to full deploy and stow positions using
						assistance of door internal spring.
		_			(2.4)	·
		С	1	0	(M)(O)	May be inoperative in the stowed position
						provided alternate procedures are used for
						embarking and disembarking.
0-01	Passenger Door	С	1	0	(M)(O)	Except for ER Operations, may be inoperative
	Indication System					provided prior to each flight:
						a) Door is CLOSED and all 10 door stops
						are visually verified to be properly
						aligned,
						b) Inner handle is verified STOWED,
						c) Flag indicator indicates SAFE,
						d) External handle is verified STOWED,
						and e) External pressure vent flap is verified
						FLUSH.
						f) AUTO mode of cabin pressurization is
						considered inoperative,
						g) Cabin pressure MAN control channels
					I	are verified operative,

<u>FEDERAL AVIATION ADMINI</u> AIRCRAFT:	<u> </u>	R	EVISI	ON NO:	
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1. SYSTEM, SEQUENCE NUMBERS &	KEF			GORY ER INST	ALLED
ITEM		۷. ۱۷			REQUIRED FOR DISPATCH
			0	-	MARKS AND EXCEPTIONS
52 DOORS					
					<ul> <li>h) Safety valves are verified operative,</li> <li>j) Cabin RATE Indicator, Cabin ALT indicator, and Cabin DIFF Pressure Indicator are verified operative, and</li> <li>k) Flights are conducted at or below FL250.</li> </ul>
0-02 Aft Equipment Bay Door Indication System	С	1	0	(O)	May be inoperative provided prior to each flight affected door is verified CLOSED, LATCHED and LOCKED.
0-03 Overwing Emergency					
Exits Indication		4		(1,4)(0)	Event for ED Or antique manufacture
System  0-04 Baggage	С	1	0	(M)(O)	<ul> <li>Except for ER Operations, may be inoperative provided prior to each flight: <ul> <li>a) Affected door is verified CLOSED, LATCHED and LOCKED,</li> <li>b) External push plate is verified FLUSH,</li> <li>c) AUTO mode of cabin pressurization is considered inoperative,</li> <li>d) Cabin pressure MAN control channels are verified operative,</li> <li>e) Safety valves are verified operative,</li> <li>f) Cabin RATE Indicator, Cabin ALT indicator, and Cabin DIFF Pressure Indicator are verified operative, and</li> <li>g) Flights are conducted at or below FL250.</li> </ul> </li> </ul>
Compartment Door Indication System	С	1	0	(M)(O)	Except for ER Operations and Polar Ops, may be inoperative provided prior to each flight:  a) Affected door is verified CLOSED, LATCHED and LOCKED, b) External push plate is verified FLUSH c) AUTO mode of cabin pressurization is considered inoperative, d) Cabin pressure MAN control channels are verified operative, e) Safety valves are verified operative, f) Cabin RATE Indicator, Cabin ALT indicator, and Cabin DIFF Pressure Indicator are verified operative, and g) Flights are conducted at or below FL250.

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1. SY	BD700-1A10 / -1A11 STEM,	REF			34/20/20 GORY	11 52-3	
SEQI	JENCE NUMBERS &			IUMBE	R INST		
ITEM				3. NU		REQUIRED FOR DISPATCH MARKS AND EXCEPTIONS	
52	DOORS				4. KEIVI	IARRS AND EXCEPTIONS	
02	Doorto	ı				'	
70-05	Refuel/Defuel Door Indication System	С	1	0		May be inoperative provided prior to each flight, affected door is verified CLOSED, LATCHED and LOCKED.	
70-06	Aft Hydraulic Door Indication System	С	1	0		May be inoperative provided prior to each flight, affected door is verified CLOSED, LATCHED and LOCKED.	

0.5.1	DEPARTMENT OF TRAI	NSP	ORTA	ATION	
FEDE	ERAL AVIATION ADMINI	ISTR			MASTER MINIMUM EQUIPMENT LIST
AIRC	RAFT: BD700-1A10 / -1A11				ON NO: 13 PAGE NO: 73-1
1. SY	STEM,	REI			GORY
SEQU	JENCÉ NUMBERS &				ER INSTALLED
ITEM				3. NU	JMBER REQUIRED FOR DISPATCH
70					4. REMARKS AND EXCEPTIONS
73	ENGINE FUEL & CONTROL			 	
21-01	Engine FADEC Faults	Α	-	0	May be dispatched with FADEC faults provided repairs are made in accordance with times established by engine manufacturer. No extensions are allowed.
21-02	Engine Electronic Controller – (EPR Control Modes)	С	2	0	Both EPR Control modes may be inoperative provided:  a) Both L ENGINE and R ENGINE N1/EPR switches are selected to N1, and b) Flights are conducted in accordance with the AFM Supplement for DISPATCH IN ALTERNATE CONTROL (N1) MODE.  NOTE: Autothrottle system will be
31-01	EICAS Fuel Flow Readouts	В	2	1	inoperative.  One may be inoperative provided:  a) EICAS aft fuel tank and total fuel quantity readouts are operative,  b) FMS fuel remaining indication system is considered inaccurate and not used, and  c) EICAS fuel used readouts are
31-02	EICAS Fuel Used Readouts	С	2	0	considered inoperative and not use  Both may be inoperative provided:  a) EICAS aft fuel tank and total fuel quantity readouts are operative, and b) EICAS fuel flow readouts are operative.
	Engine Fuel Temp Indications (on the FUEL Synoptic Page)	С	2	1	(M) Except for Polar Ops, one may be inoperative provided icing inhibitor is added to the fuel.

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	STEM, JENCE NUMBERS &	KEI				TALLED		
ITEM			2. 1			REQUIRED FOR DISPATCH		
				J. 140		MARKS AND EXCEPTIONS		
74	ICNITION				7. IXLI	WARRO AND EXCEL HONG		
74	IGNITION							
10-01	Ignition Systems	В	4	3	(O)	One may be inoperative provided cowl anti-ice system is operative on the associated engine.		
20.04	Ignition "ON"							
30-01	Ignition "ON" Switch light	С	1	0	(M)	May be inoperative provided no fault		
	(light function only)	C	ı	O	(101)	messages are displayed for both FADEC		
	(light fariotion of light					systems and the stall protection computer.		
						oyereme and and elemphotocomemorphism		

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AIRCRAFT:		REVISION NO: 9 PAGE NO:						
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1. SYSTEM,				GORY				
SEQUENCE NUMBERS & ITEM		2. N		R INSTALLED	ICDATCH			
IIEIVI			3. INC	JMBER REQUIRED FOR D 4. REMARKS AND EXCEI				
77 ENGINE INDICATING				4. NEWANNO AND EXCE	TIONS			
77 ENGINE INDICATING					<u> </u>			
31-01 Engine Vibration Indication	C	2	0	or forecast icii c) Operations ar 60 minutes fro d) No deterioratii had been obs	etion systems are e not conducted in known			

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	STEM, JENCE NUMBERS &	KEI						
ITEM			Z. I\			STALLED R REQUIRED FOR DISPATCH		
' ' ' ' '				3. INC		EMARKS AND EXCEPTIONS		
70	EVUALICT				7. 1	EMARKO AND EXCELLIONS		
70	EVUAUSI				<u>.</u>	<del></del>		
31-01	Thrust Reverser Systems	С	2	0	(M)	One may be inoperative provided: a) Inoperative thrust reverser is deactivated, stowed and locked in the forward thrust position, and b) Operations are conducted in accordance with AFM performance data and AFM Supplement for OPERATION ON CONTAMINATED RUNWAYS.  NOTE: Under conditions of one thrust reverser inoperative, where AFM Non-Normal Procedures reference values With or Without Thrust Reversers, the values Without Thrust Reversers are to be used.  Both may be inoperative provided: a) Inoperative thrust reversers are deactivated, stowed and locked in the forward thrust position, and b) Operations are conducted in accordance with AFM performance data and AFM Supplement for OPERATION ON CONTAMINATED RUNWAYS.		

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	STEM,	REI			GORY			
	UENCE NUMBERS &		2. N			TALLED		
ITEM				3. NU		REQUIRED FOR DISPATCH		
					4. KEI	MARKS AND EXCEPTIONS		
79	OIL	]	 	ļ ī				
12-01	Remote Oil Fill System	С	1	0	(M)	Part or all of the system may be inoperative provided that the affected engine(s) oil level is/are checked and filled manually, prior to each flight.		
30-01	Engine Oil Quantity Indication System	В	2	0	(M)	Both may be inoperative provided:  a) Engine oil quantity is verified on the engine oil quantity gauge prior to each engine start, and b) Operations are not conducted more than 120 minutes from a suitable airport.  NOTE:  After dispatch (10 min.) the caution message "L-R OIL LO QTY" will appear on EICAS.		
34-01	Impending Oil Filter Bypass Indication	A	2	1	(M)	One may be inoperative provided:  a) A daily check of the oil filter pop-up indicator is made, and  b) Repairs are made within three flight days.		

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST  FEDERAL AVIATION ADMINISTRATION  AIRCRAFT: BD700-1A10 / -1A11  1. SYSTEM, SEQUENCE NUMBERS & ITEM  80 STARTING  11-01 Starter Air Valve (SAV)  TITUS STARTING  11-01 Starter Air Valve (SAV)  TITUS STARTING  11-01 Starter Air Valve (SAV)  TITUS STARTING  TITUS STARTING  MASTER MINIMUM EQUIPMENT LIST  REVISION NO: 9 DATE: 06/27/2009  RPAGE NO: DATE: 06/27/2009  RPAGE NO: DATE: 06/27/2009  RPAGE NO: DATE: 06/27/2009  RPAGE NO: DATE: 06/27/2009  RPAGE NO: DATE: 06/27/2009  RPAGE NO: DATE: 06/27/2009  RPAGE NO: DATE: 06/27/2009  RPAGE NO: DATE: 06/27/2009  RPAGE NO: DATE: 06/27/2009  RPAGE NO: DATE: 06/27/2009  RPAGE NO: DATE: 06/27/2009  RPAGE NO: DATE: 06/27/2009  RPAGE NO: BO-1  REVISION NO: 9 DATE: 06/27/2009  RPAGE NO: BO-1  REVISION NO: 9 DATE: 06/27/2009  RO-1  REVISION NO: 9 DATE: 06/27/2009  RO-1  REVISION NO: 9 BO-1  REVISION NO: 9 DATE: 06/27/2009  RO-1  REVISION NO: 9 BO-1  REVISION NO: 9 DATE: 06/27/2009  RO-1  REVISION NO: 9 DATE: 06/27/2009  RO-1  REVISION NO: 9 BO-1 REVISIO	FEDERAL AVIATION ADMINISTRATION  AIRCRAFT: BD700-1A10 / -1A11  1. SYSTEM, SEQUENCE NUMBERS & ITEM  80 STARTING  REVISION NO: 9 DATE: 06/27/2009  REPAIR CATEGORY  2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS AND EXCEPTIONS  11-01 Starter Air Valve (SAV)  (SAV)  MASTER MINIMUM EQUIPMENT LIST  REVISION NO: 9 DATE: 06/27/2009  80-1  1. SYSTEM, SEQUENCE NUMBERS & INSTALLED  (M)(O) One may be inoperative CLOSED provided: a) Alternate starting procedures are established and used, and					
AIRCRAFT: BD700-1A10 / -1A11  1. SYSTEM, SEQUENCE NUMBERS & ITEM  80 STARTING  REPAIR CATEGORY  2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS AND EXCEPTIONS  11-01 Starter Air Valve (SAV)  C 2 1 (M)(O) One may be inoperative CLOSED provided: a) Alternate starting procedures are established and used, and	AIRCRAFT: BD700-1A10 / -1A11  1. SYSTEM, SEQUENCE NUMBERS & ITEM  80 STARTING  REPAIR CATEGORY  2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS AND EXCEPTIONS  11-01 Starter Air Valve (SAV)  C 2 1 (M)(O) One may be inoperative CLOSED provided: a) Alternate starting procedures are established and used, and					STER MINIMUM EQUIPMENT LIST
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		11-01 Starter Air Valve			a) Altern estab	ate starting procedures are lished and used, and

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## **SECTION TWO**

# CAS MESSAGE ORIENTED MMEL RELIEF

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### INTRODUCTION

Two section MMELs are authorized by FAA PL 119. Section Two of two-section MMELs may grant relief for failure indications presented as CAS messages on Engine Indicating and Crew Alerting Systems (EICAS), or Electronic Centralized Aircraft Monitoring (ECAM), rather than the traditional relief (Section One) for failed equipment. New technology self-diagnostic tests eliminate the need for failure isolation procedures by maintenance personnel for many CAS messages. By using (O) procedures, the crew can complete selected system/component deactivation/re-configuration from the cockpit for which the crew has been trained.

Section Two will only contain CAS message relief if the crew can act on the item. CAS message relief must ensure safe operation of aircraft. Flight Operations Evaluation Boards (FOEB) will use the normal FOEB processes for determining which CAS messages go into each section.

#### TWO-SECTION MMEL GUIDANCE:

Modern technology CAS MMELs shall be divided into two sections.

- A. Section One. Items which either require maintenance actions (this may include some CAS messages), or caution/advisory information. Section One will continue to use the existing Line Replaceable Units (LRU)-oriented MMEL format and should address the following type of equipment failures:
  - 1. Failures which are not annunciated to crew; and
  - 2. Failures which are annunciated, but the failure indication by itself is not considered sufficient to determine the aircraft airworthiness status.
- **B. Section Two.** Includes only items where flight members may act on CAS messages. MMEL items where CAS messages can be used to determine the aircraft airworthiness should be formatted as follows:
  - 1. It should have only two columns:
    - **a.** Column one should list the failure indications (messages) for which relief is given (if desired, the messages may be listed in alphabetical order with no ATA break down).
    - **b.** Column two should include the corresponding MMEL limitations and/or procedures. The format of this column should be in line with the format requirements of the "Remarks or Exceptions" column of the conventional "LRU oriented" MMEL.

**Note:** In many cases, CAS messages will not require maintenance to perform fault analysis. Relief provisos for these CAS items are expected to be more restrictive in content and repair interval, as compared to Section One relief provisos.

- 2. Section Two CAS message relief items require flight crews to accomplish one or more steps to deactivate/re-configure the affected system prior to flight. The "(O)" indicates the need for these tasks. Tasks include, but are not necessarily limited to the following duties:
  - a. Procedures accomplished using cockpit (or cabin) system controls;
  - **b.** Deactivation of affected systems (by pulling system breaker or use of remote electronic system isolation);
  - **c.** Visual confirmation of remote gauge indications, or valve positions as provided by integral external indicators; and
  - **d.** Visual inspection behind panels (internal or external).
    - 1) These panels must be accessible without tools via quick-release latches and must clearly indicate their unlocked or unsafe state (red/green safe window; flush fit latches candidates to be verified at FOEB).
    - 2) The visual inspection of compartments accessed by the panels is within the normal crew duty requirements for which they have been trained; and

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- 3) The crew may use an external ladder for visual inspection behind panels as long as this procedure is within the normal crew duty requirements for which they have been trained. Special equipment such as maintenance stands and hydraulic lifts may not be used by the crew to perform visual inspections.
- **C.** The following statement will be included on page 1 of Section Two in all two-section MMELs:
  - 1. Section Two of the MMEL will list only Crew Alerting system (CAS) messages meeting the following requirements:
    - **a.** Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane;
    - **b**. Messages that the crew can act upon from the cockpit with simple troubleshooting procedures without the assistance of a mechanic, and **for which the crew has been trained.**
    - **c.** Messages using the new self-diagnostic technology (virtual) actions **for which the crew has been trained.**
  - CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.

# U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: BD--700-1A10 / -1A11 REVISION NO: 13 DATE: 05/15/2014 PAGE NO: TOC - 1

# SECTION TWO CAS MESSAGE RELIEF

RODUCTION		IN
SSAGES		2
CAS MESSAGE	CAS MESSAGE	
A/T 1 FAIL	CHECK DU 4	
A/T 2 FAIL	CHECKLIST MISMATCH (A)	
AT 1 FAIL	CHECKLIST MISMATCH (C)	
AT 2 FAIL	CPLT BRAKE FAULT	
AT 1-2 FAIL	CTR FUELXFER FAIL	
ADC 2 DEGRADED	CTR XFER FAULT	
ADC 3 DEGRADED	CVR FAULT	
ADC 2 FAIL	ELEC SYS FAULT	
ADC 3 FAIL	EVS DEFOG FAULT	
AFCS 1 FAIL	EVS FAIL	
AFCS 2 FAIL	EVS HEAT FAIL	
AP 1 FAIL	EVS HEAT OVHT	
AP 2 FAIL	FD 1 FAIL	
AP PITCH TRIM FAIL	FD 2 FAIL	
APU BLEED SYS FAIL	FD 1 FAIL	
APU DOOR FAIL	FD 2 FAIL	
APU FADEC FAIL	FDR ACCEL FAIL	
APU FAULT	FDR FAIL	
APU FIRE FAIL	FLAP HALFSPD	
APU FIRE FAULT	FMS 1 FAIL	
APU FUEL SOV	FMS 2 FAIL	
APU GEN FAIL	FMS 3 FAIL	
APU NOT AVAILABLE	FUEL TEMP SENSOR	
APU OIL HI TEMP	GEAR SYS FAIL	
APU OIL LO PRESS	GEAR SYS FAULT	
APU OIL LO QTY	GND PROX FAIL	
APU SHUTDOWN	GPWS SYSTEMS FAIL	
APU SQUIB 1 FAIL	HUD FAIL	
APU SQUIB 2 FAIL	HUD FAN FAIL	
ASCB CTLR 1 FAIL	HUD MISALIGN	
ASCB CTLR 2 FAIL	HUMIDIFIER FAIL	
ASCB CTLR 3 FAIL	HYD PUMP 3A FAIL	
AUTOBRAKE FAIL	HYD PUMP 3B FAIL	
AVIONIC FAN FAIL (GX ONLY)	IAC 3 INVALID	

U.S. DEPARTMENT OF TRANSPORTATION	MACTED MINI	MUM EQUIPMENT LIST
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IAC 3 OVHT	MLG BAY OVHT FAULT	
ICE	OUTFLOW VLV 1 FAIL	1
ICE DETECTOR FAIL	OUTFLOW VLV 2 FAIL	1
ICE DETECTOR FAULT		1
IFIS 1 (2) (3) FAIL	PAX OXY AUTO FAIL	I
INT CABIN DOOR	PITOT 2 HT FAIL	
IRS 1 AUX FAIL	PITOT 3 HT FAIL	
IRS 1 AUX PWR	PLT BRAKE FAULT	
IRS 1 FAIL	R AUX FUEL PUMP	
IRS 1 MISCMP	R BLEED FAULT	
IRS 1 OVHT	R ENG FIRE FAULT	
IRS 2 AUX FAIL	R FADEC FAULT	
IRS 2 AUX PWR	R PACK AUTO FAIL	
IRS 2 FAIL	R PACK FAIL	
IRS 2 MISCMP	R PACK FAULT	
IRS 2 OVHT	R PRI FUEL PUMP	
IRS 3 AUX FAIL	R PROBE MON FAIL	
IRS 3 AUX PWR	R WINDOW HEAT FAIL	
IRS 3 FAIL	R WING A/ICE FAIL	
IRS 3 MISCMP	R WSHLD HEAT FAIL	_
IRS 3 OVHT	RAD ALT 1 FAIL	l
ISI FAULT	RAD ALT 2 FAIL	I
L AUX FUEL PUMP	RAD ALT 1-2 FAIL	I
LARGE SERV DOORS	RECIRC FAN FAIL	
L BLEED FAULT	SAFETY VALVE OPEN	
L ENG FIRE FAULT	SG 3 FAIL	
L FADEC FAULT L PACK AUTO FAIL	SLAT HALFSPD SLAT-FLAP BIT	
L PACK FAIL	SMALL SERV DOORS	
L PACK FAULT	SMOKE AFT LAV FAIL	
L PRI FUEL PUMP	SMOKE AV RACK FAIL	
L PROBE MON FAIL	SMOKE BAGGAGE FAIL	
L WING A/ICE FAIL	SMOKE CLOSET AFT FAIL	
L WSHLD HEAT FAIL	SMOKE CLOSET FWD FAIL	
LTRK FAIL	SMOKE FWD LAV FAIL	
MAN PRESS FAULT	SMS NOT AVAILABLE	
MLG BAY OVHT FAIL	SPLRS/STAB BIT	

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINI	MUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	MASTER WIN	WOW EQUITIVILITY LIST
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**SVS FAIL TCAS FAIL** SVS OBSTACLE FAIL **TERR FAIL** TRU 1 FAIL **SVS RUNWAYS FAIL SVS TAWS ALERT FAIL** TRU 2 FAIL SVS FAULT WINDSHEAR FAIL SUPP FAN 1 FAIL WING A/ICE FAULT SUPP FAN 2 FAIL WING A/ICE LEAK TAT 2 FAIL WING A/ICE LO HEAT TAT 3 FAIL WING A/ICE SENSOR **WOW FAULT** TAT HT 1 FAIL TAT HT 2 FAIL YD 1 FAIL TAT HT 3 FAIL YD 2 FAIL TAWS SYSTEM FAIL YD 1 FAIL TAWS GPWS FAIL YD 2 FAIL TAWS MAP FAIL YD HEAT 1 FAIL YD HEAT 2 FAIL TAWS TERRAIN FAIL

TAWS WINDSHEAR FAIL

DERAL AVIATION ADMINISTRATION	NC		
RCRAFT: BD700-1A10 / -1A11		REVISION NO: 13 DATE: 05/15/2014	PAGE NO: 2 -
CAS Indication	1.	2. Dispatch Considerat	ion
A/T 1 FAIL (Advisory) (except Global Vision)	С	Aircraft may be dispatched is confirmed disengaged.	d provided affected A/T
A/T 2 FAIL (Advisory) (except Global Vision)	С	Aircraft may be dispatched is confirmed disengaged.	d provided affected A/T
AT 1 FAIL (Advisory) (Global Vision only)	С	Aircraft may be dispatched confirmed disengaged.	d provided AT 1 is
AT 2 FAIL (Advisory) (Global Vision only)	С	Aircraft may be dispatched confirmed disengaged.	d provided AT 2 is
AT 1- 2 FAIL (Advisory) (Global Vision only)	С	Aircraft may be dispatched systems are confirmed dis	
ADC 2 DEGRADED (Advisory)	В	(O) Aircraft may be dispatched a) ADC 2 remains de-sele b) None of the following C posted: i) ADC 1 FAIL Ad ii) ADC 3 FAIL Ad iii) ADC 1 DEGRA iv) ADC 3 DEGRA c) Reversion Switching S d) Four pitot-static probe including the probe he e) TAT probes of the una operative.  NOTE: Transponder and	ected, EAS messages are also visory; visory; DED Advisory; DED Advisory; System is operative; es are functional, eaters, and affected ADCs are
		must use same ADC data	

EDERAL AVIATION ADMINISTRATIOI IRCRAFT: BD700-1A10 / -1A11	N	REVISION NO: 13 DATE: 05/15/2014	PAGE NO: 2 - 2
CAS Indication	1.	2. Dispatch Cons	ideration
ADC 3 DEGRADED (Advisory)	В	posted:  i) ADC 1 FA  ii) ADC 2 FA  iii) ADC 1 DE  iv) ADC 2 DE  c) Reversion Switce d) Four pitot-statice including the process e) TAT probes of the operative.  NOTE: Transponder as	
ADC 2 FAIL (Advisory)	В	posted:  i) ADC 1 FA  ii) ADC 3 FA  iii) ADC 1 DE  iv) ADC 3 DE  c) Reversion Switce d) Four pitot-static including the pro e) TAT probes of the operative.  NOTE: Transponder a	de-selected, owing CAS messages are also AIL Advisory;

EDERAL AVIATION ADMINISTRATION			IVIASTER IVIIINIIVII	UM EQUIPMENT LIS
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CAS Indication	1.	2.	spatch Consideration	
ADC 3 FAIL (Advisory)	В	(O) Aircraft may be dispatched properties a) ADC 3 is de-activated, b) None of the following CA posted:  i) ADC 1 FAIL Advising ADC 2 FAIL Advising ADC 1 DEGRADE iv) ADC 2 DEGRADE iv) ADC 2 DEGRADE iv) ADC 2 DEGRADE iv) Four pitot-static probes a including the probe heate e) TAT probes of the unaffer operative.  NOTE: Transponder and Autopilot must use same		S messages are also bry; bry; D Advisory; ED Advisory; em is operative; re functional, rs, and cted ADCs are
AFCS 1 FAIL (Advisory) (except Global Vision)	С	dispatche a) AFC annu	r ER Operations, airc of provided: S 2 FAIL Advisory me unciated, and roach procedures are se.	essage is not also
AFCS 2 FAIL (Advisory) (except Global Vision)	С	dispatche a) AFC annu	r ER Operations, airc od provided: S 1 FAIL Advisory me unciated, and roach procedures are se.	essage is not also
AP 1 FAIL (Advisory) (except Global Vision)	С	dispatche a) Appro use, a b) In co	or ER Operations, airced provided: coach procedures are and mbination with AP 2 F ot exceed three hours	not dependent on its -AIL, intended flights
			In combination with AP Emergency Descent Mo	-
(Global Vision only)	С	provided: a) Approuse, a b) In co	or ER Operations, airconact procedures are and mbination with AP 2 For exceed three hours	not dependent on its -AIL, intended flights

AIRCRAFT: BD700-1A10 / -1A11			ISION NO: 13 PAGE NO: 2 -
CAS Indication	1.	2.	Dispatch Consideration
AP 2 FAIL (Advisory) (except Global Vision)	С		Except for ER Operations, aircraft may be dispatched provided:  a) Approach procedures are not dependent on it use, and  b) In combination with AP 1 FAIL, intended flight do not exceed three hours.  NOTE: In combination with AP 1 FAIL, automatic Emergancy Descent Mode is ineperative.
(Global Vision only)	С	(O)	Except for ER Operations, aircraft may be dispatched provided:  a) Approach procedures are not dependent on it use, and b) In combination with AP 1 FAIL intended flight do not exceed three hours.  NOTE: In combination with AP 1 FAIL automatic
AP PITCH TRIM FAIL (Caution) (except Global Vision)	В		Aircraft may be dispatched provided:  a) Autopilots are not used, and b) Provisos associated with AP 1 FAIL and AP 2 FAIL Advisory messages are followed.
APU BLEED SYS FAIL (Caution)	С	((O)	NOTE: Use of the yaw damper is not affected by this restriction.  Except for ER Operations and Polar Ops, aircraft may be dispatched provided:  a) APU BLEED remains selected OFF, b) Load control valve is confirmed closed, c) Following Caution messages are not also illuminated:  - L BLEED SYS FAIL, and
APU DOOR FAIL	С		<ul> <li>R BLEED SYS FAIL</li> <li>NOTE 1: All ground engine starts will require grour air source.</li> <li>NOTE 2: APU is still available as a source of electrical power if required.</li> <li>Except for ER Operations and Polar Ops aircraft</li> </ul>
(Caution)			<ul> <li>may be dispatched with APU inlet door fully -</li> <li>OPEN provided: <ul> <li>a) APU is operated continuously during flight and</li> <li>b) AFM performance corrections for APU ON</li> </ul> </li> </ul>

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AIRCRAFT: BD700-1A10 / -1A11		REVISION NO: 13 PAGE NO: 2		
CAS Indication	1.	2.	Dispatch Consideration	
	A		Aircraft may be dispatched for APU inlet door partially- OPE wind-milling RPM is monitore Normal Procedure for APU [	EN provided APU ed per AFM Non-
	С	(O)	Except for ER Operations, ai dispatched with APU inlet do provided APU is considered in	or fully CLOSED
APU FADEC FAIL (Advisory)	С	(O)	Except for ER Operations and may be dispatched provided to switched OFF and the inlet do	he system remains
APU FAULT (Advisory)	С		Except for ER Operations, ai dispatched provided:  a) APU allows normal star b) APU is only used for inc.  c) A minimum of three eng generators are operatived.  d) Engines are started by source.  NOTE: Where APU fault destart and shutdown, considered inoperations.	rt and shutdown, -flight emergency, gine electrical re, an external power oes not allow normal , APU is to be
	С		Aircraft may be dispatched p considered inoperative and n	
APU FIRE FAIL (Caution)	С		Except for Polar Ops, aircraft provided the APU is consider NOT used.	
APU FIRE FAULT (Advisory)	С	(O)	Aircraft may be dispatched p test is conducted prior to each	
	С		Aircraft may be dispatched p considered inoperative and is	
APU FUEL SOV (Caution)	С	(O)	Except for ER Operations an may be dispatched provided deactivated and visually conf	APU fuel valve is

FEDERAL AVIATION ADMINISTRATION  AIRCRAFT:  BD700-1A10 / -1A11		REVISION NO: 12 PAGE NO: 2 DATE: 03/16/2012		
CAS Indication	1.	2.	Dispatch Conside	ration
APU GEN FAIL (Advisory)	С		Except for ER Operation dispatched provided:  a) GEN #1, #2, #3 and b) APU GEN SW is se	#4 are operative, and
APU NOT AVAILABLE (Advisory)	С	(	Except for ER Operation dispatched provided the OFF and the inlet door is	system remains switche
APU OIL HI TEMP (Caution)	С	(	Except for ER Operation dispatched provided the OFF and the inlet door is	system remains switche
APU OIL LO PRESS (Caution)	С	(	Except for ER Operation dispatched provided the OFF and the inlet door is	system remains switche
APU OIL LO QTY (Advisory)	С	(	Except for ER Operation dispatched provided the OFF and the inlet door is	system remains switche
APU SHUTDOWN (Advisory)	С	(	Except for ER Operation dispatched provided the OFF and the inlet door is	system remains switche
APU SQUIB 1 FAIL (Advisory)	С		Aircraft may be dispatch considered inoperative a	
APU SQUIB 2 FAIL (Advisory)	С		Aircraft may be dispatch considered inoperative a	ned provided the APU is and is not used.

FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIS		
AIRCRAFT: BD700-1A10 / -1A11		REVISION NO: 12 PAGE NO: 2 -		
CAS Indication	1.	2. Dispatch Consideration		
ASCB CTLR 1 FAIL (Advisory) (except Global Vision)	В	Aircraft may be dispatched provided:  a) None of the following CAS messages are also displayed:  - ASCB CTLR 2 FAIL Advisory;  - ASCB CTLR 3 FAIL, Advisory; and  b) IAC 3 is operative.		
ASCB CTLR 2 FAIL (Advisory) (except Global Vision)	В	Aircraft may be dispatched provided:  a) None of the following CAS messages are also displayed:  - ASCB CTLR 1 FAIL Advisory;  - ASCB CTLR 3 FAIL Advisory, and  b) IAC 3 is operative.		
ASCB CTLR 3 FAIL (Advisory) (except Global Vision)	В	Aircraft may be dispatched provided none of the following CAS messages are also displayed: - ASCB CTLR 1 FAIL Advisory; and - ASCB CTLR 2 FAIL Advisory.		
AUTOBRAKE FAIL (Caution)	С	Aircraft may be dispatched provided:  a) Autobrake selector switch remains in the OFF position, and b) BRAKE FAULT Advisory is not also annunciated.		
AVIONIC FAN FAIL (Advisory) (GX only)	С	<ul> <li>(O) Aircraft may be dispatched provided one or both air conditioning packs are operated during ground operation.</li> <li>NOTES:         <ul> <li>Minimize utilization of equipment in the avionics bay without air conditioning and fans during engine start and shutdown.</li> <li>If only one air conditioning pack is operating, passenger door opening should be minimized.</li> </ul> </li> </ul>		
CHECK DU 4 (Caution) (except Global Vision)	В	<ul> <li>(O) Except for ER Operations, aircraft may be dispatched provided:</li> <li>a) Display unit #4 is considered inoperative,</li> <li>b) All remaining displays are operative, and</li> <li>c) Reversion switching system is verified operative.</li> </ul>		

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AIRCRAFT: BD700-1A10 / -1A11		REVISION NO: 13 PAGE NO: 2 -		
CAS Indication	1.	2.	Dispatch Consideration	
CHECKLIST MISMATCH (Advisory) (except Global Vision)	D		Aircraft may be dispatched pro a) Electronic checklist is cor inoperative, and b) Alternate procedures are used	nsidered
CHECKLIST MISMATCH (Caution) (Global Vision only)	С	(O)	<ul><li>Aircraft may be dispatched pro</li><li>a) Electronic checklist is con and</li><li>b) At least two IFIS systems</li></ul>	sidered inoperative,
	С		Aircraft may be dispatched proceed copies of checklists are available.	
CPLT BRAKE FAULT (Caution)	A		Aircraft may be dispatched for provided:  a) None of the following CAS displayed:  - PLT BRAKE FAULT (C. L. (R) REV LOCK FAIL (C. R. REVERSER FAIL (C. R. RE	S messages are also Caution; L Caution; IL Caution; Caution, ory; JLT Advisory; ULT Advisory; LT Advisory; and visory; ed to dry runway length by 2.1, ind component knots, nited to 10 kts for
CTR FUEL XFER FAIL (Caution)	С		Aircraft may be dispatched protank remains empty.  Aircraft may be dispatched profuel in center tank is considered.	ovided remaining

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CAS Indication	1.	2.	Dispatch Consideration	1
CTR XFER FAULT (Advisory)	С	(O)	Aircraft may be dispatched pr a) Opposite DC AUX pump b) Opposite wing transfer S c) Cross-feed valve is verifice each dispatch, d) Any failure causing contitransfer pump operation EMS CDU power to the apump, and e) Where mission requirem the center tank, fuel plant the quantity in the wing treach a suitable or altern remaining center pump f	is operative, SOV is operative, ied operative prior to inuous center is de-activated via affected transfer ents utilize fuel in ning considers that anks is adequate to nate destination if the
	С		Aircraft may be dispatched wing tank remains empty.	provided the center
CVR FAULT (Advisory) (Global Vision only)	С	(O)	Aircraft may be dispatched p Flight Compartment Originat undertaken in accordance w inoperative (see Section One NOTE: CVR FAULT does	ing check, dispatch is ith provisos for CVR e, item 23-71-01) s not necessarily
ELEC SYS FAULT (Advisory)	С		Aircraft may be dispatched pr SYS FAIL Caution message	rovided the <b>ELEC</b>
EVS DEFOG FAULT (Advisory)	С		Aircraft may be dispatched primage is acceptable to the pil  NOTE: The EVS image may decondition, to the point of or IR Window misting increa	roviding the EVS ot. grade in high humidity disappearance, as the
	С		Aircraft may be dispatched prassociated with EVS HEAT F	
EVS FAIL (Caution)	D	(O)	Aircraft may be dispatched pr a) EVS is not used, and b) EVS HEAT FAIL and EV Caution messages are n	'S HEAT OVHT

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AIRCRAFT: BD700-1A10 / -1A11			VISION NO: 13 TE: 05/15/2014	PAGE NO: 2 - 10
CAS Indication	1.	2.	Dispatch Consideration	1
EVS HEAT FAIL (Caution)	С	(O)	Aircraft may be dispatched p  a) EVS ice protection is d b) Operations are not conforecast icing condition c) Ice detection system is  NOTE: With IR Window heat in image may degrade in head conditions, to the point of Window misting increase	eactivated. ducted in known or s, and operative.  operative, the EVS high humidity of disappearance, as IR
	C	(O)	Aircraft may be dispatched properties a) Exposure to icing conditions to least than 1 departure phase of flights:  c) Prior to each departure, window assembly is visual from ice accretion, d) En route, holding, and/our are not conducted in known assembly is visual from ice accretion, e) Ice detection system is of EVS Ice Protection is degingled. Relief provisos in according to DEFOG FAULT Advisor NOTE:  1) Where departure planning of	considerations considerations socure to icing 5 minutes during the t, EVS fairing / IR ually confirmed free or landing operations own or forecast icing, exercivated, and dance with EVS y are also observed.
EVS HEAT OVHT (Caution)	С	(O)	to in-flight icing less than 15 permitted.  2) Where icing is expected / er destination, landing diversion  Aircraft may be dispatched properties at EVS ice protection is desired.	minutes, take-off is not accountered at n will be required.  rovided: eactivated.
			<ul> <li>b) Operations are not conforecast icing condition</li> <li>c) Ice detection system is</li> <li>NOTE: With IR Window heat in image may degrade in high to the point of disappears misting increases.</li> </ul>	s, and operative.  operative, the EVS operations,

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CAS Indication	1.	2. Dispatch Consideratio	n
	C	(O) Aircraft may be dispatched a) Exposure to icing cond departures only, b) Pre-departure planning minimize the aircraft exconditions to less than the departure phase of c) Prior to each departure window assembly is vis from ice accretion, d) En route, holding, and/are not conducted in knicing, e) Ice detection system is f) EVS Ice Protection is c g) Relief provisos in acconditions.  NOTE: 1) Where departure planning exposure to in-flight icing I take-off is not permitted. 2) Where icing is expected / destination, landing divers	ditions is limited to g considerations exposure to icing 15 minutes during flight, exposure to icing 15 minutes during flight, exposure to icing 16 minutes during flight, exposure to icing 17 minutes 18 minute
FD 1 FAIL (Caution) (Global Vision only)	С	Aircraft may be dispatched  a) At least one flight dire available, and  b) En route and/or appro are met.	ector remains
FD 2 FAIL (Caution) (Global Vision only)	С	Aircraft may be dispatched a) At least one flight dire available, and b) Enroute and/or appro met.	ector remains
FD 1 FAIL (Advisory) (Global Vision only)	С	Aircraft may be dispatched AFCS 1 and/or in AFCS 2, and/or approach requireme	provided en route
	С	In combination with FD 2 F for ER operations, aircraft r provided:  a) At least one flight dire available, and b) En route and/or approare met.	ector remains

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CAS Indication	1.	2. Dispatch Consideration
FD 2 FAIL (Advisory) (Global Vision only)	С	Aircraft may be dispatched with FD 2 failed in AFCS 1 and/or in AFCS 2, provided en route and/or approach requirements are met.
	С	In combination with FD 1 FAIL Advisor, except for ER operations, aircraft may be dispatched provided:  a) At least one flight director remains available, and b) En route and/or approach requirements are met.
FDR ACCEL FAIL (Advisory)	A	Aircraft may be dispatched provided:  a) Cockpit Voice Recorder (CVR) is operative, and  b) Repairs are made within twenty flight days
FDR FAIL (Advisory) Part 91 Operators	Α	(O) Aircraft may be dispatched provided repairs are made in accordance with 14 CFR.
FDR FAIL (Advisory) Part 135 Operators	A	<ul> <li>(O) Aircraft may be dispatched provided:         <ul> <li>a) Cockpit Voice Recorder (CVR) is verified operative, and</li> <li>b) Repairs are made within three flight days.</li> </ul> </li> </ul>
FLAP HALFSPD (Advisory)	В	(O) Aircraft may be dispatched provided SLAT HALFSPD Advisory or SLAT FAIL Caution messages are not also posted.
(relief limited to SFCU p/n GT415-5900-13 & sub)		NOTE: If NO TAKEOFF Advisory message is posted when aircraft is correctly configured for take-off and throttles are advanced, dispatch is not permitted.
		NOTE: Flap system will operate at half speed.
FMS 1 FAIL (Advisory)	С	<ul> <li>(O) Except where operations require its use, aircraft may be dispatched provided: <ul> <li>a) In combination with any other FMS failure, at least one FMS is operative for dispatch, and</li> <li>b) Alternate procedures are established and used.</li> </ul> </li> </ul>
FMS 2 FAIL (Advisory)	С	<ul> <li>(O) Except where operations require its use, aircraft may be dispatched provided:</li> <li>a) In combination with any other FMS failure, at least one FMS is operative for dispatch, and</li> <li>b) Alternate procedures are established and used.</li> </ul>

FEDERAL AVIATION ADMINISTRATION			INIA91EK IVIINII	MUM EQUIPMENT LIS
AIRCRAFT: BD700-1A10 / -1A11		REVISION NO: 13 DATE: 05/15/2014		PAGE NO: 2 - 1
CAS Indication	1.	2.	Dispatch Consideration	1
FMS 3 FAIL (Advisory)	С	(O)	Except where operations req may be dispatched provided:  a) In combination with any least one FMS is operat b) Alternate procedures are used.	other FMS failure, at ive for dispatch, and
FUEL TEMP SENSOR (Caution)	С	(O)	Aircraft may be dispatched portion a) Only <b>one</b> bulk fuel temperature pages b) AFM Non-Normal proces for the respective conditional dashed temperature ind FUEL TEMP SENSOR and during flight.  NOTE: WING FUEL LO TEMP	erature indication on e is affected, and dures are followed ions of amber or ication, when the message is present
GEAR SYS FAIL	A	(O)	HI TEMP caution messar for the affected system.  Aircraft may be dispatched for	
(Caution)			provided:  a) All gear doors (not attach normally, b) Approved ground lock-pir removed) for flight, c) None of the following CAR displayed:  - WOW FAULT Advisor - ICE DETECTOR FAIL - ICE DETECTOR FAIL - L PACK FAIL Caution - R PACK FAIL Cauti	ed to gear leg) close as are installed (flags S messages are also ary; JLT Advisory; L Caution; n; is considered tion is annunciated steering is to be and cordance with AFM With Landing Gear
GEAR SYS FAULT (Advisory)	Α		Aircraft may be dispatched for provided flights are conducted down and in accordance with GEAR SYS FAIL Caution relationships.	ed with gear locked n all provisos of

	DEI		
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1.	2.	Dispatch Consideration	
А	(O)	used, and	
А	(O)	<ul><li>b) Repairs are made within two flight of the control of th</li></ul>	days, and ucted in
D		its use, and b) HUD is selected OFF and the co stowed.	mbiner is
D		HUD OFF.  Aircraft may be dispatched provided,  a) Approach procedures are not de its use, and  b) HUD is selected OFF and the co	pendent on
			bal Vision
D		use of HUD,	•
		c) HUD is selected OFF and the costowed.	mbiner is
	A A D	A (O)  D	A (O) Aircraft may be dispatched provided: a) Alternate procedures are established used, and b) Repairs are made within two flight of the control of the con

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FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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CAS Indication	2. Dispatch Consideration
HUMIDIFER FAIL (Advisory)	(O) Aircraft may be dispatched provided  a) System is deactivated, b) Neither L PACK FAIL or R PACK FAIL Caution messages are also annunciated, c) TRIM AIR switch is selected and remains OFF, d) HASOVs are indicated closed on Synoptic Page, and e) Overnight parking in hangar should be considered where freezing temperatures are forecast.
	provided ECS is operating.  (deleted)
HYD PUMP 3A FAIL B (Advisory)	<ul> <li>(O) Aircraft may be dispatched provided:</li> <li>a) Affected pump is switched OFF,</li> <li>b) Remaining system 3B AC motor pump is operated continuously during flight, and</li> <li>c) All other hydraulic pumps are operative.</li> </ul>
HYD PUMP 3B FAIL B (Advisory)	<ul> <li>(O) Aircraft may be dispatched provided:         <ul> <li>a) Affected pump is switched OFF,</li> <li>b) Remaining system 3A AC motor pump is operated continuously during flight, and</li> <li>c) All other hydraulic pumps are operative.</li> </ul> </li> </ul>

EDERAL AVIATION ADMINISTRATIO	N	MASTER	R MINIMUM EQUIPMENT LIS
RCRAFT: BD700-1A10 / -1A11		REVISION NO: 12 DATE: 03/16/2012	PAGE NO: 2 - 16
CAS Indication	1.	2. Dispatch Consid	leration
IAC 3 INVALID (Advisory) (except Global Vision)	В	remains selecte c) Reversion switch operative, d) All EICAS displa e) Both AP Quick I Disengage switch	ivated, reversion control panel ed to ALTN, ching system is verified ays are operative, and DISC buttons, and both A/T ches are operative.
		in loss of three of Autothrottle sys	loss of IAC #1 or #2 results display units, one stem, one Yaw Damper stopilot system, one Flight ne FMS.
IAC 3 OVHT (Caution) (except Global Vision)	В	switch in the AL c) Reversion switch operative, d) All EICAS displayed e) Both AP Quick leads to the same and the same and the same are same as the same are same and the same are same	deactivated, conducted with SG 3
		results in loss o Autothrottle sys	nt loss of IAC #1 or #2 of three display units, one stem, one Yaw Damper otopilot system, one Flight ne FMS.
ICE (Caution)	С	ON, none of the displayed;  - L WING A - R WING A - L COWL A - R COWL A - L COWL A - R COWL A - R COWL A	tched provided: NTI-CE knob is selected to be following messages are  If FAIL Caution; A/I FAIL Caution; A/I FAIL Caution; A/I FAIL Caution; A/I FAIL Caution; A/I FAULT Advisory, A/I FAULT Advisory;  ispatched into known or

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AIRCRAFT: BD700-1A10 / -1A11		REVISION NO: 13 PAGE NO: 2 - 17
CAS Indication	1.	2. Dispatch Consideration
ICE DETECTOR FAIL (Caution)	С	(O) Aircraft may be dispatched provided operations are not conducted in known or forecast icing conditions.
ICE DETECTOR FAULT (Advisory)	С	Aircraft may be dispatched provided wing and cowl anti-ice systems are turned ON when icing conditions as defined in the AFM exist or are anticipated.
IFIS 1 (2) (3) FAIL (Advisory) (Global Vision only)	С	Any or all may be inoperative provided alternate source(s) of approved flight documentation and navigation charts are available.
		NOTE 1: Any current and operative functions may continue to be used.  NOTE 2: Depending upon operational certification, inoperative IFIS systems may impact dispatch with paperless cockpit.
INT CABIN DOOR (Caution)	С	(O) Aircraft may be dispatched provided, prior to take off and landing, the door is physically verified fully open.
IRS 1 AUX FAIL (Advisory)	С	Aircraft may be dispatched provided no other IRS AUX PWR, IRS AUX FAIL or IRS FAIL messages are posted.
IRS 1 AUX PWR (Advisory)	С	Aircraft may be dispatched provided no other IRS AUX PWR, IRS AUX FAIL or IRS FAIL messages are posted.
IRS 1 FAIL (Advisory)	С	<ul> <li>(O) Aircraft may be dispatched provided: <ul> <li>a) Independent attitude indication is available at each pilot's station,</li> <li>b) Independent directional compass indication is available at each pilot's station,</li> <li>c) Standby Attitude Indicator is operative, and</li> <li>d) IRS 2 FAIL and IRS 3 FAIL are not annunciated.</li> </ul> </li> </ul>

EDERAL AVIATION ADMINISTRATION			MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT: BD700-1A10 / -1A11		REVISION NO: 13 DATE: 05/15/2014 PAGE NO: 2 -		
CAS Indication	1.	2.	Dispatch Consideration	
IRS 1 MISCMP (Caution)	С	(O)	Aircraft may be dispatched provided:  a) None of the following CAS messages are also posted:  - IRS 2 MISCMP Caution, - IRS 3 MISCMP Caution; - IRS 2 FAIL Caution; - IRS 3 FAIL Caution; b) Independent attitude indication is available at each pilot's station, c) Independent directional compass indication is available at each pilot's station, and d) Standby Attitude Indicator is operative.  NOTE: If miscompare cannot be cleared through re-alignment, the IRS should be de-activated.	
IRS 1 OVHT (Caution) (except Global Vision)	С	(O)	<ul> <li>Aircraft may be dispatched provided:</li> <li>a) IRS 1 remains deactivated,</li> <li>b) Independent attitude indication is available at each pilot's station,</li> <li>c) Independent directional compass indication is available at each pilot's station,</li> <li>d) Standby Attitude Indicator is operative, and</li> <li>e) IRS 2 and IRS 3 are operative.</li> </ul>	
IRS 2 AUX FAIL (Advisory)	С		Aircraft may be dispatched provided no other IRS AUX PWR, IRS AUX FAIL or IRS FAIL messages are posted.	
IRS 2 AUX PWR (Advisory)	С		Aircraft may be dispatched provided no other IRS AUX PWR, IRS AUX FAIL or IRS FAIL messages are posted.	
IRS 2 FAIL (Advisory)	С	(O)	<ul> <li>Aircraft may be dispatched provided:</li> <li>a) Independent attitude indication is available at each pilot's station,</li> <li>b) Independent directional compass indication is available at each pilot's station,</li> <li>c) Standby Attitude Indicator is operative, and</li> <li>d) IRS 1 FAIL and IRS 3 FAIL are not annunciated.</li> </ul>	

FEDERAL AVIATION ADMINISTRATION			MASTER MINIMUM EQUIPMENT LIS
AIRCRAFT: BD700-1A10 / -1A11		REVISION NO: 13 DATE: 05/15/2014 PAGE NO: 2 - 1	
CAS Indication	1.	2.	Dispatch Consideration
IRS 2 MISCMP (Caution)	C	(O)	Aircraft may be dispatched provided:  a) None of the following CAS messages are also posted:  - IRS 1 MISCMP Caution,  - IRS 3 MISCMP Caution;  - IRS 1 FAIL Caution;  - IRS 3 FAIL Caution;  b) Independent attitude indication is available at each pilot's station,  c) Independent directional compass indication is available at each pilot's station, and d) Standby Attitude Indicator is operative.  NOTE: If miscompare cannot be cleared through re-alignment, the IRS should be deactivated.
IRS 2 OVHT (Caution) (except Global Vision)	С	(O)	<ul> <li>Aircraft may be dispatched provided:</li> <li>a) IRS 2 remains deactivated,</li> <li>b) Independent attitude indication is available at each pilot's station,</li> <li>c) Independent directional compass indication is available at each pilot's station,</li> <li>d) Standby Attitude Indicator is operative, and</li> <li>e) IRS 1 and IRS 3 are operative.</li> </ul>
IRS 3 AUX FAIL (Advisory)	С		Aircraft may be dispatched provided no other IRS AUX PWR, IRS AUX FAIL or IRS FAIL messages are posted.
IRS 3 AUX PWR (Advisory)	С		Aircraft may be dispatched provided no other IRS AUX PWR, IRS AUX FAIL or IRS FAIL messages are posted.
IRS 3 FAIL (Advisory)	С	(O)	<ul> <li>Aircraft may be dispatched provided:</li> <li>a) Independent attitude indication is available at each pilot's station,</li> <li>b) Independent directional compass indication is available at each pilot's station,</li> <li>c) Standby Attitude Indicator is operative, and</li> <li>d) IRS 1 FAIL and IRS 2 FAIL are not annunciated.</li> </ul>

FEDERAL AVIATION ADMINISTRATION	N	DEL (1010) 110	
AIRCRAFT: BD700-1A10 / -1A11		REVISION NO: 13 DATE: 05/15/2014	PAGE NO: 2 - 20
CAS Indication	1.	2. Dispatch Considera	ation
IRS 3 MISCMP (Caution)	С	at each pilot's station c) Independent direction is available at each d) Standby Attitude In NOTE: If miscompare	Caution, Caution; ution; ution; le indication is available on, ional compass indication i pilot's station, and dicator is operative.
IRS 3 OVHT (Caution) (except Global Vision)	С	at each pilot's stati c) Independent direct is available at each	ctivated, le indication is available on, ional compass indication i pilot's station, and dicator is operative, and
ISI FAULT (Advisory) (Global Vision only)	С	Aircraft may be dispatch	ed.
	С	In combination with ADC (2)(3) FAIL, aircraft may ER operations.	` '
		NOTE: Failure of second loss of all autopilot functi	

EDERAL AVIATION ADMINISTRATION	N	MASTER MINIMUM EQUIPMENT LIS
AIRCRAFT: BD700-1A10 / -1A11		REVISION NO: 13 DATE: 05/15/2014  PAGE NO: 2 - 2
CAS Indication	1.	2. Dispatch Consideration
L AUX FUEL PUMP (Advisory) (GX)	С	<ul> <li>(O) Except for ER Operations, aircraft may be dispatched provided: <ul> <li>a) Left AUX pump is de-activated,</li> <li>b) Right center transfer pump is operative,</li> <li>c) Right aft tank transfer pump is operative,</li> <li>d) Right aft tank transfer SOV is operative,</li> <li>e) Right wing transfer SOV is operative,</li> <li>f) XFEED FAIL Caution is not posted,</li> <li>g) L PRI FUEL PUMP Advisory is not posted, and</li> <li>h) An extra 1,000 pounds of fuel is carried for the planned flight.</li> </ul> </li> </ul>
L AUX FUEL PUMP (Advisory) (G5000 only)	С	<ul> <li>(O) Except for ER Operations, aircraft may be dispatched provided:</li> <li>a) Left AUX pump is de-activated,</li> <li>b) Right center transfer pump is operative,</li> <li>c) Right wing transfer SOV is operative,</li> <li>d) XFEED FAIL Caution is not posted,</li> <li>e) L PRI FUEL PUMP Advisory is not posted, and</li> <li>f) An extra 1,000 pounds of fuel is carried for the planned flight.</li> </ul>
L BLEED FAULT (Advisory)	С	<ul> <li>(O) Aircraft may be dispatched provided, prior to each flight: <ul> <li>a) None of the following messages are also posted: <ul> <li>R BLEED SYS FAIL Caution;</li> <li>R WING ANTI-ICE FAIL Caution;</li> <li>XBLEED FAIL Caution;</li> <li>R BLEED FAULT Advisory;</li> <li>WING ANTI-ICE FAULT Advisory;</li> </ul> </li> <li>b) Left PRV and HP SOV open and close correctly in response to L BLEED OFF switch selection, as indicated on Synoptic Page, and closed at high thrust settings, as indicated on Synoptic Page.</li> </ul> </li> </ul>
L ENG FIRE FAULT (Advisory)	Α	Aircraft may be dispatched for one flight day provided the Fire Test is conducted before each flight.
	С	Aircraft may be dispatched provided: <ul><li>a) Fire test is conducted before each flight, and</li><li>b) Operations are conducted not more than 60 minutes from a suitable airport.</li></ul>

EDERAL AVIATION ADMINISTRATI RCRAFT: BD700-1A10 / -1A11		REVISION NO: 12 DATE: 03/16/2012	PAGE NO: 2 - 22
CAS Indication	1.	2. Dispatch Consid	deration
L FADEC FAULT (Advisory)	А	May be dispatched w repairs are made in a established by engine No extensions are allowed	e manufacturer.
L PACK AUTO FAIL (Caution) (GX)	C	verified closed of Right pack disch indications on S c) Right pack is verified, also posted: i) R BLEE ii) R BLEE iv) R BLEE viii) R PAC and	ected OFF and the FCV is on Synoptic Page, narge temperature ynoptic Page are operative, rified operative in MAN erated in AUTO mode, is selected OFF, stem is verified operative, stem is verified operative,

U.S. DEPARTMENT OF TRANSPORTATION	ON		
FEDERAL AVIATION ADMINISTRATION		MASTER MINIM	IUM EQUIPMENT LIST
AIRCRAFT: BD700-1A10 / -1A11		REVISION NO: 12 DATE: 03/16/2012	PAGE NO: 2 - 23
CAS Indication	1.	2. Dispatch Consideration	
L PACK AUTO FAIL (Caution) (Global 5000)	C	(O) Except for ER Operations, air dispatched provided:  a) Left pack is selected OF verified closed on Synoptic indications on Synoptic indications on Synoptic indications on Synoptic indications on Synoptic indications on Synoptic indications on Synoptic indications on Synoptic indications on Synoptic indications on Synoptic indications on Synoptic indications on Synoptic indications on Synoptic indications on Synoptic indications on Synoptic indications on Synoptic indications in	F and the FCV is otic Page, mperature Page are operative, erative in MAN on AUTO mode, otted OFF, verified operative, verified operative, verified operative, verified operative, AS messages are IL Caution; Caut

U.S. DEPARTMENT OF TRANSPORTATION	ON			
FEDERAL AVIATION ADMINISTRATION			MASTER MININ	MUM EQUIPMENT LIST
AIRCRAFT: BD700-1A10 / -1A11			/ISION NO: 12 E: 03/16/2012	PAGE NO: 2 - 24
CAS Indication	1.	2.	Dispatch Consideration	1
L PACK FAIL (Caution) (GX)	C	(O)	Except for ER Operations, aidispatched provided:  a) Left pack is selected Olb) Left FCV is visually veriequipment bay,  c) Right pack discharge the indications on Synoptic dynode,  e) Right pack is verified operated in response to PACK Off Right pack is operated gynonics Bay fan is selected to the pack is operated gynomics Bay fan is selected to the pack is operated gynomics Bay fan is selected to the pack is operated gynomics Bay fan is selected to the pack is operated gynomics Bay fan is selected to the pack is operated gynomics Bay fan is selected to the pack gynomics Bay fan is selected to the pack gynomics gyno	FF, ified closed in aft emperature Page are operative, perative in MAN and closes correctly FF switch, in AUTO mode, ected OFF, verified operative, verified operative, verified operative, AS messages are ELT Advisory; T. Advisory; T. Advisory; FAIL Caution; K. Caution; K. Caution;

EDERAL AVIATION ADMINISTRAT	ΓΙΟΝ	DE\	/ISION NO: 12	PAGE NO:	
RCRAFT: BD700-1A10 / -1A11			ΓΕ: 03/16/2012	FAGL NO.	2 - 2
CAS Indication	1.	2.	Dispatch Consideratio	n	
L PACK FAIL (Caution) (Global 5000)	C	(O)	Except for ER Operations, a dispatched provided:  a) Left pack is selected 0 b) Left FCV is visually very equipment bay, c) Right pack discharge of indications on Synopti d) Right pack is verified of mode, e) Right pack FCV opens in response to PACK 0 of Right pack is operated of Avionics Bay fan is seen hyperated by Avionics Bay fan is seen hyperated by Recirculation system in it is a pack in the pack is operated by RAM Air valve is verified in the pack is operated by RAM Air valve is verified in the pack is operated by RAM Air valve is verified in the pack in the pack is operated by RAM Air valve is verified in the pack	orff, rified closed in aft remperature comperative in MAN and closes corresponding to the conference of the conference o	ctly

FEDERAL AVIATION ADMINISTRATION	ON	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT: BD700-1A10 / -1A11		REVISION NO: 13 DATE: 05/15/2014 PAGE NO: 2 - 26
CAS Indication	1.	2. Dispatch Consideration
L PACK FAULT (Advisory)	С	Except for ER Operations, aircraft may be dispatched provided, prior to each dispatch:  a) None of the following messages are also posted:  i) R PACK FAULT Advisory,  ii) L BLEED FAULT Advisory,  iii) L BLEED FAIL Caution,  iv) R PACK AUTO FAIL Caution,  v) R PACK FAIL Caution,  and  b) With bleed air on, left flow control valve correctly closes and re-opens in response to pack OFF / ON selection, as confirmed on the Synoptic Page.
L PRI FUEL PUMP (Advisory)	С	<ul> <li>(O) Aircraft may be dispatched provided: <ul> <li>a) None of the following CAS messages are also posted: <ul> <li>L AUX FUEL PUMP Advisory;</li> <li>R AUX FUEL PUMP Advisory;</li> <li>R PRI FUEL PUMP Advisory;</li> </ul> </li> <li>b) Aft position L PRI pump is operative as indicated on FUEL Synoptic Page,</li> <li>c) All fuel quantity indications are operative, and</li> <li>d) XFEED SOV is verified operative prior to each dispatch.</li> </ul> </li> </ul>
L PROBE MON FAIL (Advisory)	В	<ul> <li>(O) Except for ER Operations and Polar Ops, aircraft may be dispatched provided: <ul> <li>a) Neither ICE DETECTOR FAULT Advisory or ICE DETECTOR FAIL Caution messages are displayed,</li> <li>b) Operations are not conducted in known or forecast icing conditions,</li> <li>c) Operations are conducted under day VMC only,</li> <li>d) Dispatch provisos and procedures associated with YD HEAT1 FAIL, herein, are carried out,</li> <li>e) En route operations, do not require its use, and</li> <li>f) Flights are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE.</li> </ul> </li> <li>NOTE: Both inboard and outboard left brake temperature indications on the EICAS</li> </ul>

EDERAL AVIATION ADMINISTRATION			
AIRCRAFT: BD700-1A10 / -1A11			/ISION NO: 13 TE: 05/15/2014 PAGE NO: 2 - 2
CAS Indication	1.	2.	Dispatch Consideration
L WING A/ICE FAIL (Caution)	С		<ul> <li>Aircraft may be dispatched provided:</li> <li>a) Anti-Ice "WING" rotary switch is selected to the OFF position and the valves confirmed closed on the Synoptic Page,</li> <li>b) ICE DETECTOR FAULT Advisory and/or ICE DETECTOR FAIL Caution messages are not also posted, and</li> <li>c) Operations are not conducted in known or forecast icing conditions.</li> </ul>
L WSHLD HEAT FAIL (Caution)	С	(O)	Aircraft may be dispatched provided:  a) Remaining channels are verified operative by selecting both WINDSHIELD HEAT switches to ON, and confirming none of the following messages are annunciated by the CAS:  - R WSHLD HEAT FAIL Caution; - R WINDOW HEAT FAIL Caution; - L WINDOW HEAT FAIL Caution; and b) Operations are not conducted in known or forecast icing
	С	(O)	In conjunction with other window heat channel failures, the aircraft may be dispatched provided:  a) Only <b>one</b> of the following messages are annunciated,  - R WSHLD HEAT FAIL Caution;  - R WINDOW HEAT FAIL Caution;  b) Operations are not conducted in known or forecast icing, and  c) Both ice detection systems are operative.
LARGE SERV DOOR (Caution)	С	(O)	Aircraft may be dispatched provided prior to each flight, Aft Equipment Bay Door, Refuel/Defuel Station door, and Rear Hydraulic System Access door, (and Optional Belly Fairing door) are verified CLOSED, LATCHED and LOCKED.
LTRK FAIL (Advisory) (except Global Vision)	С		Aircraft may be dispatched provided two FMSs are operative.

DERAL AVIATION ADMINISTRATION				MUM EQUIPMENT LIS
RCRAFT: BD700-1A10 / -1A11			VISION NO: 13 TE: 05/15/2014	PAGE NO: 2 - 28
CAS Indication	1.	2.	Dispatch Consideration	1
MAN PRESS FAULT (Advisory)	A	(O)	Except for ER Operations and may be dispatched for one flig flight is conducted in accorda unpressurized flight configura 9,000 ft MSL.	ght day, provided nce with AFM for
MLG BAY OVHT FAIL (Caution)	В		Aircraft may be dispatched properties.  a) Landing gear is left extending failure, b) Brake Temperature Montal fully functional, and c) BTMS indications are not fand gear is not retrained to the conduction of t	ended for ten off unless there is an initoring System is nonitored after take- acted until indications decreasing, and ted in accordance for Dispatch With
MLG BAY OVHT FAULT (Advisory)	В		<ul> <li>Aircraft may be dispatched properties.</li> <li>a) Landing gear is left extending sear is left extending failure.</li> <li>b) Brake Temperature Month fully functional, and</li> <li>c) BTMS indications are not not retrained to the search of the s</li></ul>	ended for ten off unless there is an initoring System is nonitored after take- icted until indications decreasing, and ted in accordance for Dispatch With
OUTFLOW VLV 1 FAIL (Advisory)	С	(O)	Except for ER Operations and may be dispatched provided:  a) Forward outflow valve b) Flight is conducted in a AFM for an unpressurize configuration at or beloce.  c) Takeoffs and landings conducted on runways imminent ditching, and d) Extended over water oprohibited.	is verified fully open, accordance with zed flight ow 9,000 ft MSL, must not be that may lead to

FEDERAL AVIATION ADMINISTRATION			MASTER MININ	IUM EQUIPMENT LIS
AIRCRAFT: BD700-1A10 / -1A11			VISION NO: 13 TE: 05/15/2014	PAGE NO: 2 - 2
CAS Indication	1.	2.	Dispatch Consideration	
OUTFLOW VLV 2 FAIL (Advisory)	С	(O)	Except for ER Operations and may be dispatched provided:  a) Aft outflow valve is verib) Flight is conducted in a AFM for an unpressurize configuration at or belocity. Takeoffs and landings a conducted on runways imminent ditching, and d) Extended over water opprohibited.	fied open, ccordance with zed flight w 9,000 ft MSL, must not be that may lead to
(reserved)			(reserved)	
PAX OXY AUTO FAIL (Advisory) (Global Vision only)	В		Except for ER operations, aircdispatched provided:  a) Manual deployment system operative,  b) Flight remains at or below c) Minimum en route altitude 10,000 ft MSL.	em (OVERRIDE) is
PITOT 2 HT FAIL (Caution)	В	(O)	Except where operations requested RVSM, aircraft may be dispated a) ADC # 2 is de-activated b) None of the following C also displayed:  - PITOT 1 HT FAIL - PITOT 3 HT FAIL - STBY PITOT HT FOR A TAT HT 1 FAIL CATAT HT 1 FAIL CATAT HT 3 FAIL CATAT HT 3 FAIL CATAT HT 3 FAIL Advisus ADC 1 DEGRADE ADC 3 FAIL Advisus ADC 3 DEGRADE ADD 3 DEGRADE ADD 3 DEGRA	ched provided: I, AS messages are Caution; Caution; FAIL Caution; aution; FAIL Caution; ory; ED Advisory; FAULT Advisory; ducted in known or s, ducted in visible

FEDERAL AVIATION ADMINISTRATION	NC				
AIRCRAFT: BD700-1A10 / -1A11		_	ION NO: 12 03/16/2012	PAGE NO:	2 - 30
CAS Indication	1.	2.	Dispatch Consid	deration	
PITOT 3 HT FAIL (Caution)	В		VSM, aircraft may b a) ADC # 3 is de-a b) None of the follo also displayed: - PITOT 1 F - PITOT 2 F - STBY PITO - TAT HT 1 - TAT HT 2 - ICE DETE - ADC 1 FA - ADC 1 DE - ADC 2 FA - ADC 2 DE - ICE DETE a) Operations are forecast icing co b) Operations are moisture in any c) Reversion Switch	owing CAS messages IT FAIL Caution; IT FAIL Caution; OT HT FAIL Caution; FAIL Caution; FAIL Caution; CTOR FAIL Caution; IL Advisory; GRADED Advisory; IL Advisory; GRADED Advisory; CTOR FAULT Advisonot conducted in know anditions, not conducted in visib	ory; vn or orle

FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: BD700-1A10 / -1A11		REVISION NO: 13 PAGE NO: 2 - 3			
CAS Indication	1.	2. Dispatch Consid	eration		
PLT BRAKE FAULT (Caution)	A	posted: - CPLT BRAKI - L (R) REV LO - L (R) REVEN - NOSE STEE - BRAKE FAU - L (R) REVEN - L (R) REVEN - FLT SPOILE - GND LIFT DO b) Takeoff and land operations only, c) Multiply normal of the component of the c	ving CAS messages are also E FAULT Caution; DCK FAIL Caution; RSER FAIL; R FAIL Caution; LT Advisory; DCK FAULT Advisory; RSER FAULT Advisory; RS FAULT Advisory; UMP Advisory; ling limited to dry runway T/O field length by 2.1, ling tailwind component re than 3 knots, winds limited to 10 kts for		
R AUX FUEL PUMP (Advisory) (GX)	C	and	is de-activated, er pump is operative, fer pump is operative, fer SOV is operative, SOV is operative,		
R AUX FUEL PUMP (Advisory) (G5000 only)	С	and	is de-activated, er pump is operative, SOV is operative,		

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	1014	MASTER MININ	MUM EQUIPMENT LIST
AIRCRAFT: BD700-1A10 / -1A11		REVISION NO: 12 DATE: 03/16/2012	PAGE NO: 2 - 32
CAS Indication	1.	2. Dispatch Consideration	1
R BLEED FAULT (Advisory)	С	(O) Aircraft may be dispatched printing flight:  a) None of the following maposted:  - L BLEED SYS FAIL Control  - L WING ANTI-ICE FAIL Caution  - L BLEED FAULT Advisory  - WING ANTI-ICE FAIL  b) Right PRV and HP SOV correctly in response to selection, as indicated of control  closed at high thrust setting synoptic Page.	essages are also Caution; AlL Caution; on; visory; JLT Advisory; open and close L BLEED OFF switch n Synoptic Page, and at engine idle and
R ENG FIRE FAULT (Advisory)	Α	Aircraft may be dispatched fo provided the Fire Test is cond flight.	
	С	Aircraft may be dispatched p a) Fire test is conducted b b) Operations are conduct minutes from a suitable	efore each flight, and ed not more than 60
R FADEC FAULT (Advisory)	Α	May be dispatched with FAD repairs are made in accordatestablished by engine manufolished.	nce with times

U.S. DEPARTMENT OF TRANSPORTATION	ON					
FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIS				
AIRCRAFT: BD700-1A10 / -1A11		REVISION NO: 12 PAGE NO: DATE: 03/16/2012		PAGE NO:	2 - 33	
CAS Indication	1.	2.	Dispatch Consideration	1		
R PACK AUTO FAIL (Caution) (GX)	C	dis <sub> </sub> a) b) c) d) e) f)	verified closed on Syno Left pack discharge tem on Synoptic Page are o Left pack is verified ope Left pack is operated in Avionics Bay fan is sele Recirculation system is AUX PRESS system is TRIM AIR is selected C RAM Air valve is verifie	DFF and the FC ptic Page, perature indical perative, erative in MAN in AUTO mode, ected OFF, verified operative of FF, doperative, EAS messages at AIL Caution; Cauti	tions node, ve, ve,	

FEDERAL AVIATION ADMINISTRATI AIRCRAFT: BD700-1A10 / -1A11		REVISION NO: 12 DATE: 03/16/2012	PAGE NO: 2 - 3
CAS Indication	1.	2. Dispatch Consi	ideration
R PACK AUTO FAIL (Caution) (Global 5000)	C	verified closed of Left pack dischar indications on S c) Left pack is verified, d) Left pack is ope e) Avionics Bay far f) Recirculation sy g) AUX PRESS sy h) TRIM AIR is selvi) RAM Air valve is j) None of the follor also posted: i) L BLEED ii) R BLEED iii) L BLEED iv) R BLEED vi) L PACK vi) X BLEED viii) L BLEED viii) L BLEED viii) L PACK ix) AV RACI	elected OFF and the FCV is on Synoptic Page, arge temperature synoptic Page are operative, fied operative in MAN erated in AUTO mode, in is selected OFF, estem is verified operative, estem is verified operative, estem is verified operative,

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMENT			
FEDERAL AVIATION ADMINISTRATION	W/O LETCHINA	SW EQUI WEITH EIGT		
AIRCRAFT:	REVISION NO: 12	PAGE NO: 2 - 35		
BD700-1A10 / -1A11	DATE: 03/16/2012	2 00		
1. CAS Indication	2. Dispatch Consideration			

С

## R PACK FAIL (Caution) (GX)

(O) Except for ER Operations, aircraft may be dispatched provided:

- a) Right pack is selected OFF,
- b) Right FCV is visually verified closed in Aft Equipment Bay,
- c) Left pack discharge temperature indications on Synoptic Page are operative,
- d) Left pack is verified operative in MAN mode.
- e) Left pack FCV opens and closes correctly in response to PACK OFF switch,
- f) Left pack is operated in AUTO mode,
- g) Avionics Bay fan is selected OFF,
- h) Recirculation system is verified operative,
- AUX PRESS system is verified operative,
- TRIM AIR is selected OFF,
- k) RAM Air valve is verified operative,
- None of the following messages are also posted:
  - i) L BLEED SYS FAIL Caution:
  - ii) R BLEED SYS FAIL Caution:
  - iii) L BLEED LEAK Caution:
  - iv) R BLEED LEAK Caution:
  - v) L PACK TEMP Caution:
  - vi) L PACK AUTO FAIL Caution:
  - vii) X BLEED FAIL Caution:
  - viii) L BLEED FAULT Advisory:
  - ix) L PACK FAULT Advisory;

and

m) Operations are conducted at or below FL 410.

NOTE: If pack closure cannot be confirmed on synoptic, then manual closure and lock-out is required prior to dispatch.

U.S. DEPARTMENT OF TRANSPORTATION	MASTER MINIMUM EQUIPMEN		NTLIST
FEDERAL AVIATION ADMINISTRATION	W/ O I ETC WIII VIIIV	JIVI EQUIT IVIE	IVI LIGI
AIRCRAFT: BD700-1A10 / -1A11	REVISION NO: 12 DATE: 03/16/2012	PAGE NO:	2 - 36
1. CAS Indication	2. Dispatch Consideration	1	

С

## R PACK FAIL (Caution) (Global 5000)

(O) Except for ER Operations, aircraft may be dispatched provided:

- a) Right pack is selected OFF,
- b) Right FCV is visually verified closed in aft equipment bay,
- Left pack discharge temperature indications on Synoptic Page are operative,
- d) Left pack is verified operative in MAN mode,
- e) Left pack FCV opens and closes correctly in response to PACK OFF switch,
- f) Left pack is operated in AUTO mode,
- g) Avionics Bay fan is selected OFF,
- h) Recirculation system is verified operative,
- i) AUX PRESS system is verified operative,
- j) TRIM AIR is selected OFF,
- k) RAM Air valve is verified operative,
- None of the following CAS messages are also posted:
  - i) L BLEED SYS FAIL Caution;
  - ii) R BLEED SYS FAIL Caution;
  - iii) L BLEED LEAK Caution;
  - iv) R BLEED LEAK Caution;
  - v) L PACK TEMP Caution;
  - vi) L PACK AUTO FAIL Caution;
  - vii) X BLEED FAIL Caution;
  - viii) L BLEED FAULT Advisory;
  - ix) L PACK FAULT Advisory;
  - x) AV RACK FAN FAIL Advisory; and
- m) Operations are conducted at or below FL 410.

NOTE: If pack closure cannot be confirmed on synoptic then manual closure and lock-out is required prior to dispatch.

EDERAL AVIATION ADMINISTRATI	ON				
IRCRAFT: BD700-1A10 / -1A11		REVISION NO: 13 PAGE NO: 2 - DATE: 05/15/2014			
CAS Indication	1.				
R PACK FAULT (Advisory)	С	dispatched provide a) None of the follo also posted: i) L PACK F ii) R BLEED iii) R BLEED iv) L PACK F and b) With bleed air o correctly closes	n, right flow control valve and re-opens in response N selection, as confirmed		
R PRI FUEL PUMP (Advisory)	С	also posted: - R AUX FUI - L AUX FUE - L PRI FUEI b) Aft position R F indicated on FU c) All fuel quantit	EL PUMP Advisory; EL PUMP Advisory; EL PUMP Advisory; L PUMP Advisory; PRI pump is operative as JEL Synoptic Page, ty indications are operative,		

EDERAL AVIATION ADMINISTRAT	ION	MASTE	ER MINIMUM EQUIPMENT LIST
RCRAFT: BD700-1A10 / -1A11		REVISION NO: 12 DATE: 03/16/2012	PAGE NO: 2 - 38
CAS Indication	1.	2. Dispatch Cor	nsideration
R PROBE MON FAIL (Advisory)	В	aircraft may be dis a) Neither ICE DE ICE DETECTO displayed, b) Operations are forecast icing of c) Operations are only, d) Dispatch provis with YD HEAT e) En route operation AFM Supplement BRAKE TEMPI SYSTEM INOF	TECTOR FAULT Advisory or OR FAIL Caution messages are not conducted in known or conditions, conducted under day VMC cos and procedures associated 2 FAIL, herein, are carried out, tions, do not require its use, ducted in accordance with the ent for DISPATCH WITH ERATURE MONITORING PERATIVE.  and outboard right brake ons on the EICAS STATUS
R WINDOW HEAT FAIL (Caution)	С	(O) Aircraft may be dis a) Remaining of by selecting switches to 0 the following by the CAS: - L WSHLI - L WINDO - R WSHLI and	patched provided: hannels are verified operative both WINDSHIELD HEAT DN, and confirming none of messages are annunciated D HEAT FAIL Caution; DW HEAT FAIL Caution; D HEAT FAIL Caution; are not conducted in known or
	С	aircraft may be disp a) Only <b>one</b> of annunciated, - L WSHLI - R WSHL and b) Operations a forecast icing	the following messages are  D HEAT FAIL Caution; D HEAT FAIL Caution; are not conducted in known or

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FEDERAL AVIATION ADMINISTRATION		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT: BD700-1A10 / -1A11		REVISION NO: 13 DATE: 05/15/2014 PAGE NO: 2 - 39
CAS Indication	1.	2. Dispatch Consideration
R WING A/ICE FAIL C (Caution)		Aircraft may be dispatched provided:  a) Anti-Ice "WING" rotary switch is selected to the OFF position and the valves confirmed closed on the Synoptic Page,  b) ICE DETECTOR FAULT Advisory and/or ICE DETECTOR FAIL Caution messages are not also posted, and  c) Operations are not conducted in known or forecast icing conditions.
R WSHLD HEAT FAIL (Caution)		<ul> <li>(O) Aircraft may be dispatched provided:</li> <li>a) Remaining channels are verified operative by selecting both WINDSHIELD HEAT switches to ON, and confirming none of the following messages are annunciated by the CAS: <ul> <li>L WSHLD HEAT FAIL Caution;</li> <li>L WINDOW HEAT FAIL Caution;</li> <li>R WINDOW HEAT FAIL Caution; and</li> </ul> </li> <li>b) Operations are not conducted in known or forecast icing.</li> </ul>
	С	<ul> <li>(O) In conjunction with other windshield failures, the aircraft may be dispatched provided: <ul> <li>a) Only one of the following messages are annunciated,</li> <li>- L WSHLD HEAT FAIL Caution;</li> <li>- R WINDOW HEAT FAIL Caution; and</li> <li>b) Operations are not conducted in known or forecast icing, and</li> <li>c) Both ice detection systems are operative</li> </ul> </li> </ul>
RAD ALT 1 FAIL (Advisory) (Global Vision only)		Aircraft may be dispatched.
RAD ALT 2 FAIL (Advisory) (Global Vision only)		Aircraft may be dispatched.
RAD ALT 1-2 FAIL (Caution) (Global Vision only)	Α	(O) Aircraft may be dispatched provided:  a) TAWS is considered inoperative, b) TCAS is considered inoperative, and c) Landings are conducted in accordance with the Non-Normal Procedures for Dual Radio Altimeter Failure, and d) Repairs are made within two flight days.

FEDERAL AVIATION ADMINISTRATION	N		MASTER MINIM	UM EQUIPMENT LIST	
AIRCRAFT: BD700-1A10 / -1A11			REVISION NO: 13 PAGE NO: 2 -		
CAS Indication	1.	2.	Dispatch Consideration	1	
RECIRC FAN FAIL (Advisory)	С	(O)	Except for ER Operations, a dispatched provided neither PACK FAIL Caution messa	, L PACK FAIL or R	
SAFETY VALVE OPEN (Advisory)	С	(O)	Except for ER Operations, a dispatched provided:  a) Both air conditioning properties are conducted at or below 9,000 ft M3 c) Take-offs and landings on runways near bodied d) Extended over-water oprohibited.	cacks operate cted unpressurized SL, s are not conducted es of water, and	
SG 3 FAIL (Caution)	С	(O)	Aircraft may be dispatched p a) SG 3 switch on reverse remains selected to A b) All cockpit displays are EFIS and EICAS in r c) Reversion switching selected.	ion control panel LTN, e operative with the normal, and	
SLAT HALFSPD (Advisory)  (relief limited to SFCU p/n GT415-5900-13 & sub)	В	(O)	Aircraft may be dispatched p HALFSPD Advisory and/or F messages are not also poste  NOTE: If NO TAKEOFF Ad	FLAP FAIL Caution ed.  dvisory message is is correctly ff and throttles are s not permitted.	
SLAT – FLAP BIT (Advisory)	С		Aircraft may be dispatched.		
SMALL SERV DOOR (Caution)	С	(O)	Aircraft may be dispatched peach flight, all small service CLOSED, LATCHED and LO	doors are verified	

EDERAL AVIATION ADMINISTRATIO	N	MASTER	MINIMUM EQUIPMENT LIS
RCRAFT: BD700-1A10 / -1A11		REVISION NO: 12 PAGE NO: 2 - DATE: 03/16/2012	
	1.	2.	
CAS Indication		Dispatch Conside	eration
SMOKE AFT LAV FAIL (Caution)	С	purpose, b) Lavatory waste re c) Lavatory door is le placarded, "INOPE ENTER", d) Access to waste re lavatory must be s placarded, "INOPE	ed by passengers for any eceptacle is empty, ocked closed and ERATIVE DO NOT eceptacle from outside secured closed and ERATIVE - DO NOT USE", only by crew members,
	В	operations provided cre occupants of the aircra which smoke detection inoperative.  NOTE: These provisor	·
SMOKE AV RACK FAIL (Caution) (Global 5000)	В	- AVFANS FAI - AVIONIC FAI - AV RACK FAI - RECIRC FAI and	ages are not also posted-
SMOKE BAGGAGE FAIL (Caution)	С	not carried in the asso NOTE: Where fitted for carria (ULDs - terminology used for the carriage of the carriage of the associated companies carried on or in these	ge, Unit Load Devices sed by the air transport and loading units that are of cargo) may be carried in rtment provided no cargo e devices. For ballast (made of glass fibre or

FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: BD700-1A10 / -1A11		REVISION NO: 12 DATE: 03/16/2012	PAGE NO: 2 - 42
CAS Indication	1.	2. Dispatch Consider	ration
SMOKE CLO AFT FAIL (Caution)	С	<ul> <li>(O) Aircraft may be dispatch</li> <li>a) Closet is empty,</li> <li>b) Cabin closet door is placarded, "DO NC</li> <li>c) Closet is inspected</li> </ul>	s locked CLOSED and DT USE", and
SMOKE CLO FWD FAIL (Caution)	С	<ul> <li>(O) Aircraft may be dispatch</li> <li>a) Closet is empty,</li> <li>b) Cabin closet door is placarded, "DO NC</li> <li>c) Closet is inspected</li> </ul>	s locked CLOSED and DT USE", and
SMOKE FWD LAV FAIL (Caution)	C	<ul> <li>(O) Aircraft may be dispatch <ul> <li>a) Lavatory is not use purpose,</li> <li>b) Lavatory waste rec</li> <li>c) Lavatory door is loo placarded "INOPER ENTER",</li> <li>d) Access to waste re lavatory must be se placarded, "INOPE USE",</li> <li>e) Lavatory is used or and</li> <li>f) Lavatory is inspected</li> </ul> </li> </ul>	d by passengers for any reptacle is empty, cked closed and RATIVE DO NOT reptacle from outside ecured closed and RATIVE - DO NOT ally by crew members,
	В	<ul> <li>(O) May be inoperative for noperations provided crevious occupants of the aircraft which smoke detection inoperative.</li> <li>NOTE: These provisos prohibit lavatory crewmembers.</li> </ul>	w members are the only and are briefed as to system(s) is/are
SMS NOT AVAILABLE (Advisory) (Global Vision only)	С	Aircraft may be dispatch selected OFF.	ned provided SMS is

EDERAL AVIATION ADMINISTRATION			IVIAO I EK IVIIIVIIVI	UM EQUIPMENT LIST
IRCRAFT: BD700-1A10 / -1A11		REVISION NO: 12 PAGE NO: 2 - DATE: 03/16/2012		
CAS Indication	1.	2.	Dispatch Consideration	1
SPLRS/STAB BIT (Advisory)  [NOTE: Relief limited to aircraft serial numbers 9193 & subsequent, and previous serial numbers incorporating BA Service Bulletins as below.  Model 700-1A10: Both S/Bs #700-27-053 and S/B #700-27-058.  Model 700-1A11: Both S/Bs #700-1A11-27-009 and S/B #700-1A11-27-016]	С	(O)	Aircraft may be dispatched p a) All multi-function spoilers roll assist mode, b) Visual check is made to surfaces operate norma c) Ground Lift Dump is ma take-off, and d) All flight control modules  (*All flight control modules ar assumes MMEL relief has no undertaken for Item 27-61-02 Modules (FCM) Channels).	s are operative in verify that the MFS ally prior to take-off, anually armed for s are operative*. The operative of already been
SUPP FAN 1 FAIL (Advisory) (Global Vision only)	С	(O)	Aircraft may be dispatched p a) None of the following CA also posted: i) L DSPL FAN FAUL ii) CTR DSPL FAN FAUL iii) R DSPL FAN FAUL	AS messages are LT Advisory, AULT Advisory,
SUPP FAN 2 FAIL (Advisory) (Global Vision only)	С	(O)	Aircraft may be dispatched p a) None of the following CA also posted: i) L DSPL FAN FAUL ii) CTR DSPL FAN FAUL iii) R DSPL FAN FAUL	AS messages are LT Advisory, AULT Advisory,
SVS FAIL (Advisory) (Global Vision only)	D		Aircraft may be dispatched w selected on either PFD.	vith SVS not
SVS OBSTACLE FAIL (Advisory) (Global Vision only)	D		Aircraft may be dispatched.	
SVS RUNWAYS FAIL (Advisory) (Global Vision only)	D		Aircraft may be dispatched.	
SVS TAWS ALERT FAIL (Advisory) (Global Vision only)	D		Aircraft may be dispatched.  NOTE: TAWS alerts on Mare not affected.	IFD Map and aural

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FEDERAL AVIATION ADMINISTRATION AIRCRAFT:					
BD700-1A10 / -1A11		DATE: 05/15/2014	44		
CAS Indication		. 2. Dispatch Consideration			
SVS FAULT (Advisory) (Global Vision only)	D	Aircraft may be dispatched.  NOTE 1: Altitude discrepancies between actual and HUD SVS virtual image will develop as aircraft descends.  NOTE 2: Any operative SVS functions may continue to be used.			
TAT 2 FAIL (Advisory)	В	(O) Except where enroute operations, including RVSM, require its use, aircraft may be dispatched provided:  a) ADC 2 remains de-selected, b) None of the following CAS messages are posted:  - ADC 1 DEGRADED Advisory; - ADC 1 FAIL Advisory; - ADC 3 DEGRADED Advisory; - ADC 3 FAIL Advisory; - TAT 1 FAIL Advisory; - TAT 1 FAIL Advisory; - TAT 3 FAIL Advisory; - TAT HT 1 FAIL Advisory; - TAT HT 2 FAIL Advisory; - TAT HT 3 FAIL Advisory; c) Reversion switching is operative, and d) Four pitot-static probes are functional.  NOTE 1: R FADEC FAULT Advisory may also post with TAT 2 FAIL annunciated.  NOTE 2: Transponder and Flight Director / autopilot must use same ADC data for RVSM.			

EDERAL AVIATION ADMINISTRATION	1	MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT: BD700-1A10 / -1A11  CAS Indication		REVISION NO: 13 DATE: 05/15/2014	PAGE NO: 2 - 4	45	
		. 2. Dispatch Consideration			
TAT 3 FAIL (Advisory)	В	(O) Except where enroute operate RVSM, require its use, aircrated dispatched provided:  a) ADC 3 is de-activated, b) None of the following CA posted:  - ADC 1 DEGRADED  - ADC 1 FAIL Advisor  - ADC 2 DEGRADED  - ADC 2 FAIL Advisor  - TAT 1 FAIL Advisor  - TAT 2 FAIL Advisor  - TAT HT 1 FAIL Advisor  - TAT HT 2 FAIL Advisor  - TAT HT 3 FAIL Advisor  and c) Four pitot-static probes a	AS messages are Advisory; ry; Advisory; ry; y; y; ssory; ssory; ssory;		
TAT HT 1 FAIL (Advisory)	В	NOTE: Transponder and autopilot must use same RVSM.  (O) Except where enroute operatuse, aircraft may be dispatch a) None of the following CA also posted:  - ICE DETECTOR F - ICE DETECTOR F - TAT HT 2 FAIL Adding TAT HT 3 FAIL Adding TAT HT	ADC data for ations require its ned provided: AS messages are AIL Caution; AULT Advisory, visory; visory; ucted in visible 0 deg C or lower, ucted in known or , and		

EDERAL AVIATION ADMINISTRATION				
AIRCRAFT: BD700-1A10 / -1A11		REVISION NO: 13 DATE: 05/15/2014		PAGE NO: 2 - 4
CAS Indication	1.	2.	Dispatch Consideration	l
TAT HT 2 FAIL (Advisory)	В	(O)	Except where enroute operate aircraft may be dispatched properties.  a) None of the following CA also posted:  ICE DETECTOR FOURTH OF THE AIR AND THE	AS messages are  AIL Caution; AULT Advisory, visory; visory; ucted in visible 10 deg C or lower, ucted in known or , and
TAT HT 3 FAIL (Advisory)	В	(O)	Except where enroute operate aircraft may be dispatched properties.  a) None of the following CA also posted:  - ICE DETECTOR F - ICE DETECTOR F - TAT HT 1 FAIL Addition - TAT HT 2 FAIL Addition - TAT HT 2 FAIL Addition - TAT HT 2 FAIL Addition - TAT HT 3 FAIL Addition -	AS messages are  AIL Caution; AULT Advisory, visory; visory; ucted in visible 10 deg C or lower, ucted in known or , and
TAWS SYSTEM FAIL (Advisory) (Global Vision only)	Α	(O)	<ul> <li>Aircraft may be dispatched p</li> <li>a) Alternate procedures are used,</li> <li>b) Repairs are made within and</li> <li>c) Takeoffs and landings a into forecast windshear</li> </ul>	e established and two flight days, re not conducted
TAWS GPWS FAIL (Advisory) (Global Vision only)	Α	(O)	<ul><li>Aircraft may be dispatched p</li><li>a) Alternate procedures are used,</li><li>b) Repairs are made within flight days.</li></ul>	e established and

EDERAL AVIATION ADMINISTRATION	ON		IVIASTER IV	IINIMUM EQUIPMENT LI
RCRAFT: BD700-1A10 / -1A11			ISION NO: 13 E: 05/15/2014	PAGE NO: 2 -
CAS Indication	1.	2. Dispatch Consider		ration
TAWS MAP FAIL (Advisory) (Global Vision only)	В		Aircraft may be dispatch selected OFF at MAP C	ned provided TERRAIN is OVRLY menu.
TAWS TERRAIN FAIL (Advisory) (Global Vision only)	В		Aircraft may be dispatch a) TERRAIN is select panel, and b) TERRAIN is select menu.	
TAWS WINDSHEAR FAIL (Advisory) (Global Vision only)	В	(O)	Aircraft may be dispatch a) Alternate procedur used, and b) Takeoffs and landi into forecast winds	es are established and ngs are not conducted
TCAS FAIL (Caution) (Global Vision only)	В	(O)	Aircraft may be dispatch a) System is deactiva b) En route or approarequire its use.	ted and secured, and
TERR FAIL (Advisory) (except Global Vision)	В		May be inoperative pro OFF.	vided TERR is selected
TRU 1 FAIL (Advisory)	С	(O)	Except for ER Operation dispatched provided:  a) TRU 2 FAIL advisor displayed,  b) All indications for operate normally  c) Affected unit is defined as a second control of the control of	sory message is not the remaining TRUs , and
TRU 2 FAIL (Advisory)	С	(O)	Except for ER Operation dispatched provided:  a) TRU 1 FAIL advised displayed,  b) All indications for operate normally  c) Affected unit is defined as a second control of the control of	sory message is not the remaining TRUs , and
WINDSHEAR FAIL (Advisory) (except Global Vision)	С	(O)	used, and	es are established and ngs are not conducted in

FEDERAL AVIATION ADMINISTRATION	ON		MASTER MINIM	UM EQUIPMENT LIST
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CAS Indication	1.	2.	Dispatch Consideration	1
WING A/ICE FAULT (Advisory)	С	(O)	Except for Polar Ops, aircraf provided prior to each depart a) Flight is not conducted forecast icing condition b) A power-up test is performed with WING A/ICE switch forecast icing condition b) A power-up test is performed with the power-up test is performed with the power-up test is performed with the power-up test is performed with the power-up test in provided with the power-up test in provided with the provided with t	ture: I in known or ns, formed by cycling rm OFF to ON, and. CAS messages are  Caution; L Caution; LT Advisory; Advisory;
WING A/ICE LEAK (Caution)	С		Except for Polar Ops, aircraft dispatched provided:  a) Selecting wing anti-ice extinguishes the WING Caution message, b) Wing Anti-Ice remains c) Neither ICE DETECTOR For ICE DETECTOR For messages are also pod) Operations are not conforecast icing condition	system OFF A/ICE LEAK selected OFF, OR FAULT Advisory FAIL Caution sted, and inducted in known or
WING A/ICE LO HEAT (Caution)	С		Aircraft may be dispatched MMEL relief provisos for L or R WING A/ICE FAIL Care	WING A/ICE FAIL
WING A/ICE SENSOR (Advisory)	С		Aircraft may be dispatched MMEL relief provisos for L R WING A/ICE FAIL Caution	WING A/ICE FAIL or
WOW FAULT (Advisory)	С	(O)	Except for ER operations, aidispatched provided:  a) Prior to each departure, repanel(s) is/are verified sets b) Flights are conducted in AFM for unpressurized frat or below 9,000 ft MSL.	refuel / defuel elected OFF, and accordance with light configuration,
			NOTE: Subsequent in-flight failure will impact continue systems, as described in A Procedures for WOW FAIL	d operation of some FM Non-Normal

FEDERAL AVIATION ADMINISTRATION			MASTER MINIMUM EQUIPN	
AIRCRAFT: BD700-1A10 / -1A11			VISION NO: 13 PAGE NO TE: 05/15/2014	2 - 49
CAS Indication	1.	2.	Dispatch Consideration	
YD 1 FAIL (Caution) (except Global Vision)	С	(O)	Except for ER operations, aircraft may be dispatched provided airplane is operated below FL 390.	
YD 2 FAIL (Caution) (except Global Vision)	С	(O)	Except for ER operations, aircraft may be dispatched provided airplane is operated below FL 390.	
YD 1 FAIL (Advisory) (Global Vision only)	С		Except for ER operations, aircraft may be dispatched provided airplane is operated below FL 390.	
YD 2 FAIL (Advisory) (Global Vision only)	С		Except for ER operations, aircraft may be dispatched provided airplane is operated below FL 390.	
YD HEAT 1 FAIL (Advisory) (except Global Vision)	В	(O)	<ul> <li>Aircraft may be dispatched provided:</li> <li>a) Yaw damper 1 is selected and used primary throughout the flight, and</li> <li>b) Both yaw dampers are verified oper before dispatch.</li> </ul>	
	В	(O)	Aircraft may be dispatched with both YD FAIL and YD HEAT 2 FAIL messages proactions are conducted at or below FL410, and b) Both yaw dampers are verified oper before dispatch.	ovided: ow
YD HEAT 2 FAIL (Advisory) (except Global Vision)	В	(O)	<ul> <li>Aircraft may be dispatched provided:</li> <li>a) Yaw damper 2 is selected and used primary throughout the flight, and</li> <li>b) Both yaw dampers are verified oper before dispatch.</li> </ul>	
	В	(O)	Aircraft may be dispatched with both YD FAIL and YD HEAT 2 FAIL messages properties a) Operations are conducted at or below FL410, and b) Both yaw dampers are verified oper before dispatch.	ovided: ow